# NACOmatic

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**Contact:**

Doug Ranz
248-318-0011
NACOmatic@hotmail.com


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PA Min Alt#4 - 4
PA Min Rdr#4 - 8
PA Min TO#4 - 9
02P - 147
22N - 182
29D - 126
2G9 - 346
4G1 - 125
6G1 - 360
70N - 358
74N - 363
7SP - 343
8G2 - 88
9D4 - 203
9G8 - 101
9N3 - 113
ABE - 23
AFJ - 364
AGC - 268
AOO - 37
AVP - 381
AXQ - 73
BFD - 55
BTP - 61
BVI - 44
CKZ - 208
CXY - 129
DUJ - 94
DYL - 92
ERI - 104
FIG - 76
FKL - 120
FWQ - 193
GKJ - 187
HMZ - 49
HZL - 141
IDI - 148
IPT - 388
JST - 150
LBE - 175
LHV - 186
LNS - 165
LOM - 211
MDT - 133
MPO - 199
MQS - 78
MUI - 114
N10 - 84
N13 - 53
N27 - 362
N30 - 145
N35 - 327
N38 - 376
N43 - 99
N47 - 318
N53 - 98
N57 - 361
N68 - 70
N71 - 197
N79 - 344
N94 - 68
N96 - 52
NXX - 390
OQN - 378
OYM - 350
P34 - 191
PHL - 213
PIT - 280
PJC - 401
PNE - 253
PSB - 265
PTW - 320
RDG - 331
RVL - 338
SEG - 341
THV - 397
UCP - 205
UKT - 329
UNV - 354
VVS - 87
WAY - 374
XLL - 35
ZER - 324

INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

## ALLENTOWN, PA

LEHIGH VALLEY INTL ..... **ILS or LOC Rwy 13[1]**
**VOR-A[2]**

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.

## ALTOONA, PA

ALTOONA-BLAIR COUNTY ..... **ILS or LOC Rwy 21[1]**
**RNAV (GPS) Rwy 3[2]**
**RNAV (GPS) Y Rwy 21[3]**
**VOR-A[4]**

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

## BECKLEY, WV

RALEIGH COUNTY MEMORIAL ..... **ILS or LOC Rwy 19[12]**
**RNAV (GPS) Rwy 1[3]**
**RNAV (GPS) Rwy 10[13]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[14]**
**VOR Rwy 10[13]**
**VOR Rwy 19[13]**

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

## BLUEFIELD, WV

MERCER COUNTY . **VOR/DME or GPS Rwy 23**
**VOR Rwy 23**

NA when class E airspace not in effect.

NAME ALTERNATE MINIMUMS

## BRADFORD, PA

BRADFORD RGNL ..... **VOR Rwy 14**

Category C, 800-2½; Category D, 800-2¾.

## BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD ..... **ILS or LOC Rwy 8**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**

NA when local weather not available.

## CHARLESTON, WV

YEAGER ..... **ILS or LOC Rwy 5[1]**
**ILS or LOC Rwy 23[2]**
**VOR/DME RNAV or GPS Rwy 33[3]**
**VOR or GPS-A[3]**

[1]ILS, Categories A,B,C, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

## CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21[12]**
**RNAV (GPS) Rwy 3[35]**
**RNAV (GPS) Rwy 21[35]**
**VOR or GPS Rwy 3[45]**

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]NA when control tower is closed, except for operators with approved weather reporting service.
[5]Category D, 900-2¾.

## COATESVILLE, PA

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## DOYLESTOWN, PA

DOYLESTOWN ..... **VOR Rwy 23**
NA when local weather not available.

## DUBOIS, PA

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

## ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C[1]**
**RNAV (GPS)-A[23]**
**RNAV (GPS) Rwy 5[24]**
**RNAV (GPS) Rwy 14[25]**
**RNAV (GPS) Rwy 23[26]**
[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

## ERIE, PA

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC/DME Rwy 24[12]**
**NDB Rwy 6[2]**
**NDB Rwy 24[2]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR/DME Rwy 24**
NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

## FRANKLIN, PA

VENANGO RGNL ..... **ILS or LOC Rwy 21**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**
**VOR Rwy 21**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

## HARRISBURG, PA

CAPITAL CITY ..... **ILS or LOC Rwy 8[12]**
**RNAV (GPS) Rwy 8[12]**
**RNAV (GPS) Rwy 26[34]**
[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13[1]**
**ILS or LOC Rwy 31[2]**
**RNAV (GPS) Rwy 13[3]**
**RNAV (GPS) Rwy 31[4]**
**VOR Rwy 31[3]**
[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

## HAZLETON, PA

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

## JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33[1]**
**VOR Rwy 5[2]**
**VOR Rwy 15[3]**
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

## LANCASTER, PA

LANCASTER ..... **ILS or LOC Rwy 8[123]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS) Rwy 26[24]**
**VOR/DME Rwy 31[24]**
**VOR/DME Rwy 8[2]**
**VOR/DME Rwy 26[24]**
**VOR Rwy 8[25]**
**VOR Rwy 31[4]**
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

## LATROBE, PA

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[1,2,3]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[2]**
**NDB Rwy 23[1,4]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

## LEWISBURG, WV

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR Rwy 4**
**VOR Rwy 22**

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

## MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
**VOR-A**

NA when local weather not available.
Category E, 1600-3.

## MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[1,2,3]**
**RNAV (GPS) Y Rwy 18[1,3]**
**RNAV (GPS) Z Rwy 18[3,4]**
**RNAV (GPS) Rwy 36[1,3]**
**VOR-A[3,5]**

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

## MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA ..... **NDB-A**
**RNAV (GPS) -B**
**COPTER NDB Y-289**
**COPTER NDB Z-289**
**COPTER RNAV (GPS) Rwy 25**

NA when control tower closed.

## PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[1,2]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 21**

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

## PHILADELPHIA, PA

NORTHEAST PHILADELPHIA ..... **ILS or LOC Rwy 24[1,2]**
**LOC BC Rwy 6[1,2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 6[1,2]**
**VOR Rwy 24[1,2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
**ILS PRM Rwy 27L[2]**
**ILS or LOC Rwy 9L[3]**
**ILS Rwy 9R[4]**
**ILS or LOC Rwy 17[3]**
**ILS Rwy 26[5]**
**ILS or LOC Rwy 27L[6]**
**ILS or LOC/DME Rwy 27R[7]**
**RNAV (GPS) Rwy 27R[8]**

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## PITTSBURGH, PA

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
**ILS or LOC Rwy 28L[1]**
**ILS or LOC Rwy 28R[1]**
**RNAV (RNP) Z Rwy 10R[2]**
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

## QUAKERTOWN, PA

QUAKERTOWN ..... **NDB Rwy 29**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

## READING, PA

READING RGNL/CARL A.
SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
**ILS or LOC Rwy 36[13]**
**NDB Rwy 36[23]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[2]**
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

## SELINSGROVE, PA

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
**VOR-A**
NA when local weather not available.
Categories A, B, 1000-2.

## STATE COLLEGE, PA

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR-B[1]**
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

## SUTTON, WV

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

NAME ALTERNATE MINIMUMS

## WASHINGTON, PA

WASHINGTON COUNTY .. **RNAV (GPS) Rwy 9[1]**
**RNAV (GPS) Rwy 27[2]**
**VOR-B[1]**
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

## WHEELING, WV

WHEELING OHIO
COUNTY ..... **ILS or LOC Rwy 3[1]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 34**
**VOR Rwy 21**
Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

## WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON
INTL ..... **ILS or LOC/DME Rwy 4[1]**
**ILS or LOC/DME Rwy 22[1]**
**NDB or GPS-A[2]**
**RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 22[1]**
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

## WILLIAMSPORT, PA

WILLIAMSPORT RGNL ..... **ILS Rwy 27**
Categories A,B, 1400-2; Categories C,D, 1400-3.

## YORK, PA

YORK ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

## ZELIENOPLE, PA

ZELIENOPLE MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

## HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

### TRI STATE/MILTON J. FERGUSON FIELD

**RADAR**-1 119.75 270.1

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 21 | | AB | **1260**-1 | 432 | (500-1) | C | **1260**-1¼ | 432 | (500-1¼) |
| | | | D | **1260**-1½ | 432 | (500-1½) | | | | |
| | 3 | | AB | **1240**-1 | 412 | (500-1) | CD | **1240**-1¼ | 412 | (500-1¼) |
| | 12 | | AB | **1340**/24 | 512 | (600-½) | C | **1340**/50 | 512 | (600-1) |
| | | | D | **1340**/60 | 512 | (600-1¼) | | | | |
| | 30 | | AB | **1300**-1 | 472 | (500-1) | C | **1300**-1¼ | 472 | (500-1¼) |
| | | | D | **1300**-1½ | 472 | (500-1½) | | | | |
| CIR | | | AB | **1340**-1 | 512 | (600-1) | C | **1340**-1½ | 512 | (600-1½) |
| | | | D | **1420**-2 | 592 | (600-2) | | | | |

When VGSI inop, straight-in/circling Rwy 3 NA at night.

---

## WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 15[17] | 3.25°/60/893 | ABCDE | **524**-½ | 200 | (200-½) |
| | 33[2] | 3.0°/45/919 | AB | **558**-½ | 200 | (200-½) |
| | | | CDE | **558**-¾ | 200 | (200-¾) |
| PAR W/O GS | 15[38] | | ABCD | **720**-¾ | 396 | (400-¾) |
| | | | E | **720**-1 | 396 | (400-1) |
| | 33[4] | | ABCDE | **640**-1 | 282 | (300-1) |
| ASR | 33[5] | | ABC | **720**-¾ | 362 | (400-¾) |
| | | | DE | **720**-1 | 362 | (400-1) |
| | 15[68] | | ABC | **800**-¾ | 476 | (500-¾) |
| | | | D | **800**-1 | 476 | (500-1) |
| | | | E | **800**-1¼ | 476 | (500-1¼) |
| CIR ASR | All Rwy | | A | **800**-1 | 442 | (500-1) |
| | | | B | **960**-1 | 602 | (700-1) |
| | | | C | **960**-1¾ | 602 | (700-1¾) |
| | | | D | **960**-2 | 602 | (700-2) |
| | | | E | **960**-2¼ | 602 | (700-2¼) |
| CIR PAR W/O GS | All Rwy | | A | **800**-1¼ | 442 | (500-1¼) |
| | | | B | **960**-1¼ | 602 | (700-1¼) |
| | | | C | **960**-1¾ | 602 | (700-1¾) |
| | | | D | **960**-2 | 602 | (700-2) |
| | | | E | **960**-2¼ | 602 | (700-2¼) |

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

## ALLENTOWN, PA

### ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

### LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME TAKE-OFF MINIMUMS

## ALTOONA, PA

### ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

## BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

## BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

## BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

## BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.
**Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

## BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

## BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

## BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

## BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

## BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

## BUTLER, PA
BUTLER COUNTY/K.W. SCHOLTER FIELD
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

## CARLISLE, PA
CARLISLE
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

## CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

## CHARLESTON, WV

YEAGER (CRW)

AMDT 7 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2½ or std. w/ min. climb of 228' per NM to 1400. **Rwy 15,** std. w/ min. climb of 443' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 200-1 or std. w/ min. climb of 399' per NM to 1300. **Rwy 33,** 300-1¾ or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800' MSL before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** multiple trees beginning 51' from departure end of runway, 59' left of centerline, up to 43' AGL/922' MSL. Multiple trees beginning 58' from departure end of runway, 251' right of centerline, up to 103' AGL/1062' MSL. Trees 1.9 NM from departure end of runway, 1203' left of centerline, 58' AGL/1217' MSL. Tower 2 NM from departure end of runway, 2761' left of centerline, 184' AGL/1235' MSL. **Rwy 15,** Bush and multiple trees beginning 44' from departure end of runway, 207' left of centerline, up to 93' AGL/1132' MSL. **Rwy 23,** Obstruction light on pole 4072' from departure end of runway, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** multiple trees beginning 44' from departure end of runway, 235' left of centerline, up to 92' AGL/951' MSL. Multiple trees beginning 25' from departure end of runway, 120'right of centerline, up to 37' AGL/1016' MSL. Dome 1.1 NM from departure end of runway, 570' right of centerline, 91' AGL/1266' MSL. Trees 1.4 NM from departure end of runway, 1212' right of centerline, 81' AGL/1280' MSL.

## CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

## CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

## CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

## COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

## COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

## CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

## CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

## DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

## DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 1 08101 (FAA)
NOTE: **Rwy 7,** wind sock 31' from departure end of runway, 452' left of centerline, 29' AGL/1833' MSL. Tree 1608' from departure end of runway, 700' right of centerline, up to 100' AGL/1859' MSL. **Rwy 25,** antenna and trees 170' from departure end of runway, 261' left of centerline, up to 75' AGL/1855' MSL. Trees 283' from departure end of runway, 419' right of centerline, up to 69' AGL/1849' MSL.

## EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

## EASTON, PA
BRADEN AIRPARK
TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18,36** only.

## EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

## ELKINS, WV
ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.
NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

## ERIE, PA
ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.
NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

## FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

## FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2 or 300-1 w/ min. climb of 375' per NM to 1800. **Rwy 23,** 500-3 w/ min. climb of 265' per NM to 1700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from departure end of runway, 832' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from departure end of runway, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from departure end of runway, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 692' from departure end of runway, 100' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees and AAO beginning 880' from departure end of runway, 704' left of centerline, up to 200' AGL/1439' MSL.

## FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

## GROVE CITY, PA

GROVE CITY (29D)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

## HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

## HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)
AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

## HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

## HONESDALE, PA

CHERRY RIDGE

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2 or std. with a min. climb of 390' per NM to 1900.

NOTES: **Rwy 36,** terrain and trees 5673' from departure end of runway, 1967' left of centerline, 100' AGL/1619' MSL; terrain and trees 1.1 NM from departure end of runway, 2205' left of centerline, 100' AGL/1639' MSL; terrain and trees 1.9 NM from departure end of runway, 810' right of centerline, 100' AGL/1759' MSL.

## HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

## INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

## JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)
AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

## LANCASTER, PA

LANCASTER (LNS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

**Rwy 31,** 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

## LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

## LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

## LEWISBURG, WV

GREENBRIER VALLEY (LWB)
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

## LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

## LOGAN, WV

**LOGAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

**Rwy 24,** climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

## MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)
AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

## MEADVILLE, PA

PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 2000 before proceeding on course.

## MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

## MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

## MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

## MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190°before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

## MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

## MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

## MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

## MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. . . . . 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

## MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

## NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

## PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

## PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

## PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

## PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

## PHILADELPHIA, PA (CON'T)

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24,** muliitiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

## PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

## PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

## PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

## PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

## PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

## POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

## POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

## POTTSTOWN, PA (CON'T)

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

## POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

## PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

## RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4**,**22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

## READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course.

**Rwys 31, 36**, climb runway heading to 800 before turning on course.

## REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

## ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

## SELINGSGROVE, PA

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

## SEVEN SPRINGS BOROUGH, PA

SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

## SHAMOKIN, PA

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC.

**Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

## SOMERSET, PA

SOMERSET COUNTY (2G9)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.

NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

## SPENCER, WV

BOGGS FIELD (14P)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

## STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

## STERLING, PA

SPRING HILL (70N)
AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

## SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

## SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

## TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

## TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

## TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

## TOWER CITY, PA

BENDIGO (74N)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

## WASHINGTON, PA

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

## WAYNESBURG, PA

GREENE COUNTY (WAY)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

## WELLSBORO, PA

WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

## WEST CHESTER, PA

BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

## WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

## WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

## WILLIAMSPORT, PA

WILLIAMSPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take- off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.

## WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

## YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

## ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

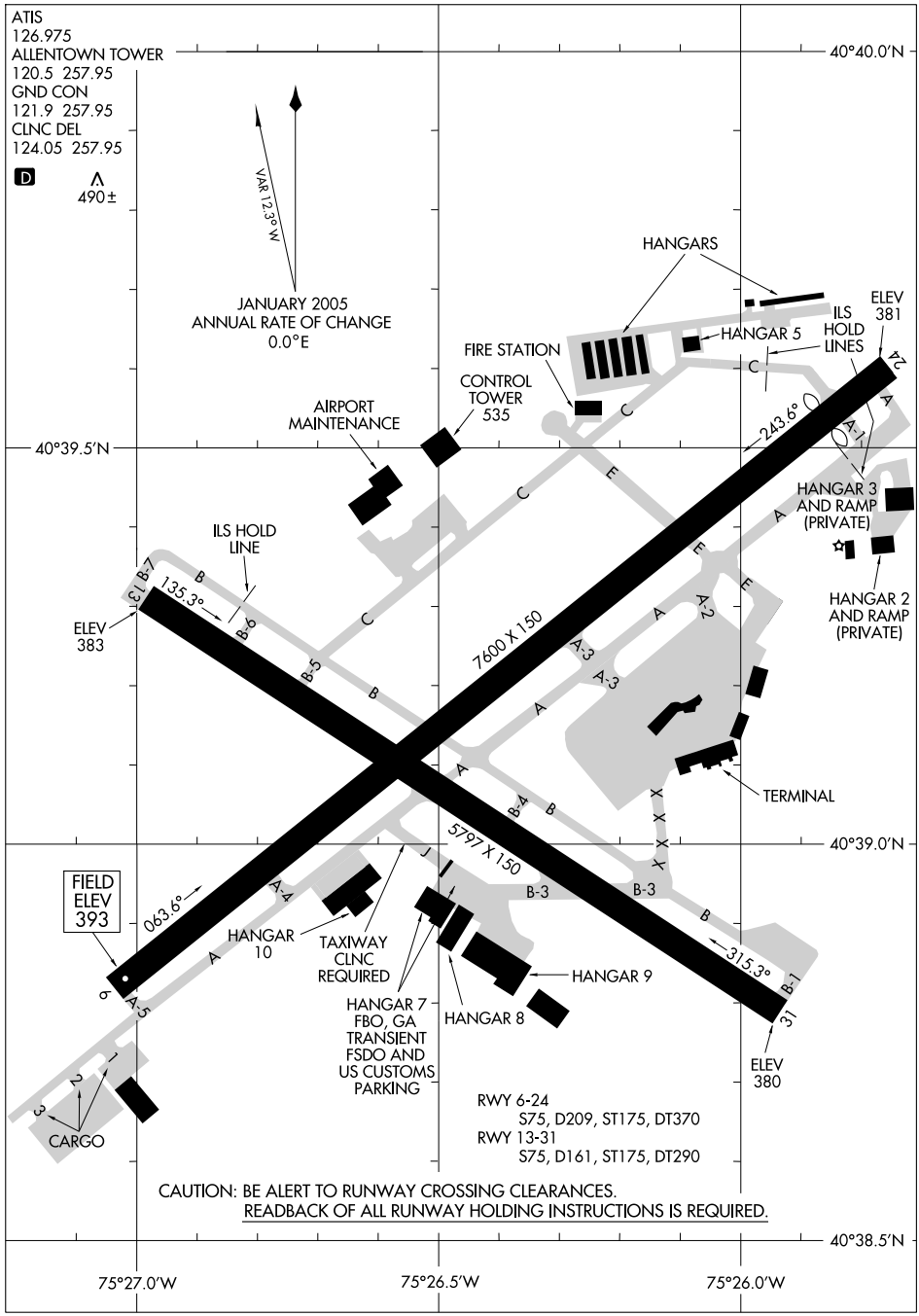
DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

# AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA



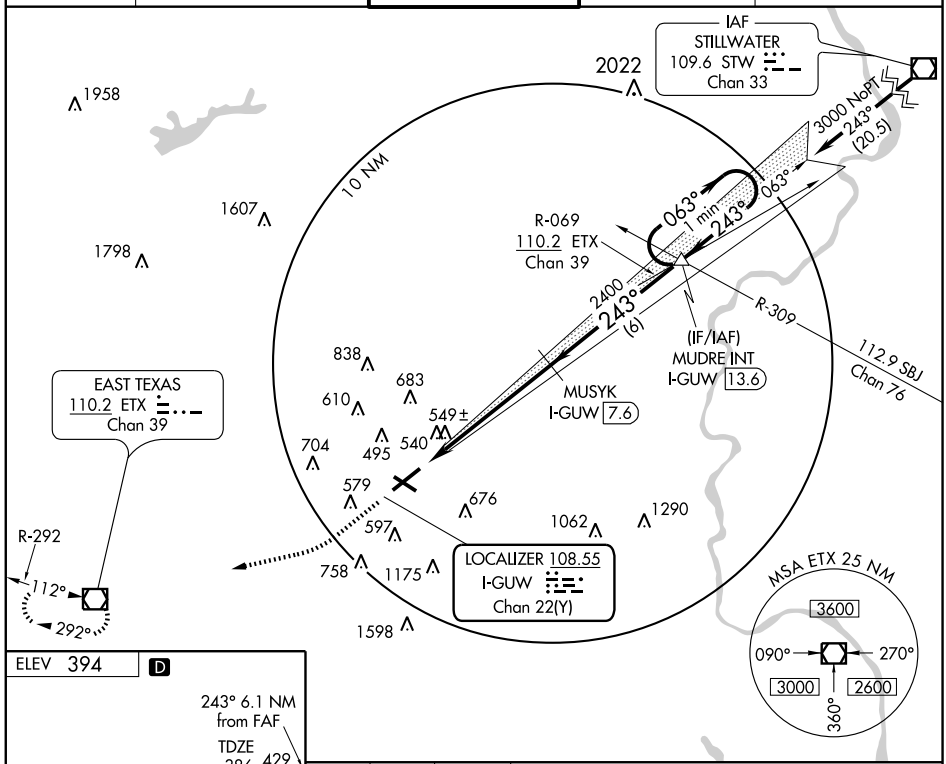
| LOC/DME I-GUW | APP CRS | Rwy ldg 7100 |
|---|---|---|
| 108.55 | 243° | TDZE 386 |
| Chan 22 (Y) | | Apt Elev 394 |

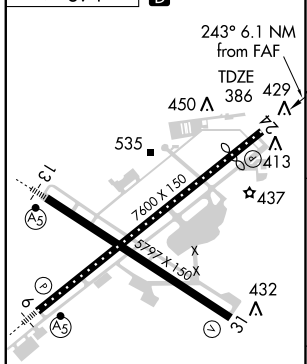
# ILS or LOC/DME RWY 24

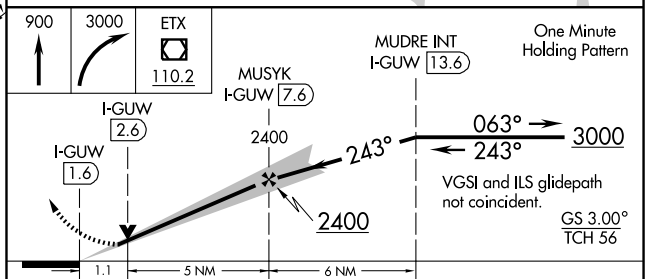
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 586/40 200 (200-¾) | | | |
| S-LOC 24 | 780/50 394 (400-1) | | | 780/60 394 (400-1¼) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-ABE | APP CRS | Rwy ldg | 7600 |
|---|---|---|---|
| 110.7 | 063° | TDZE | 394 |
| | | Apt Elev | 394 |

# ILS or LOC RWY 6

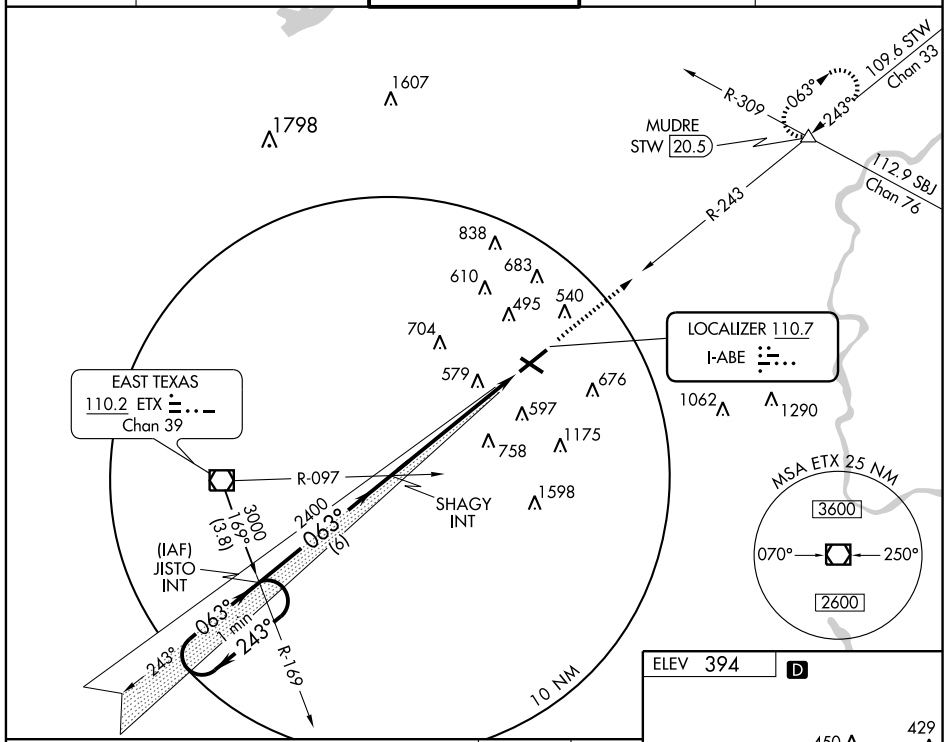
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

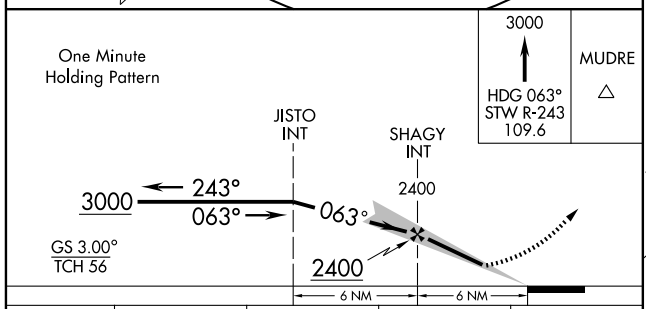
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

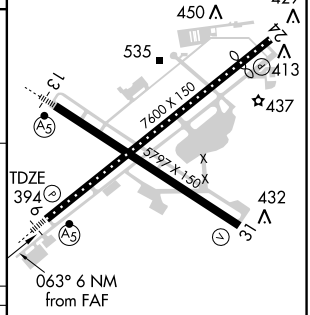
MALSR

MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | *594/24 200 (200-½) | | | |
| S-LOC 6 | 820/24 426 (500-½) | | 820/40 426 (500-¾) | |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-BXY | APP CRS | Rwy ldg | 5797 |
|---|---|---|---|
| 111.9 | 135° | TDZE | 387 |
| | | Apt Elev | 394 |

# ILS or LOC RWY 13

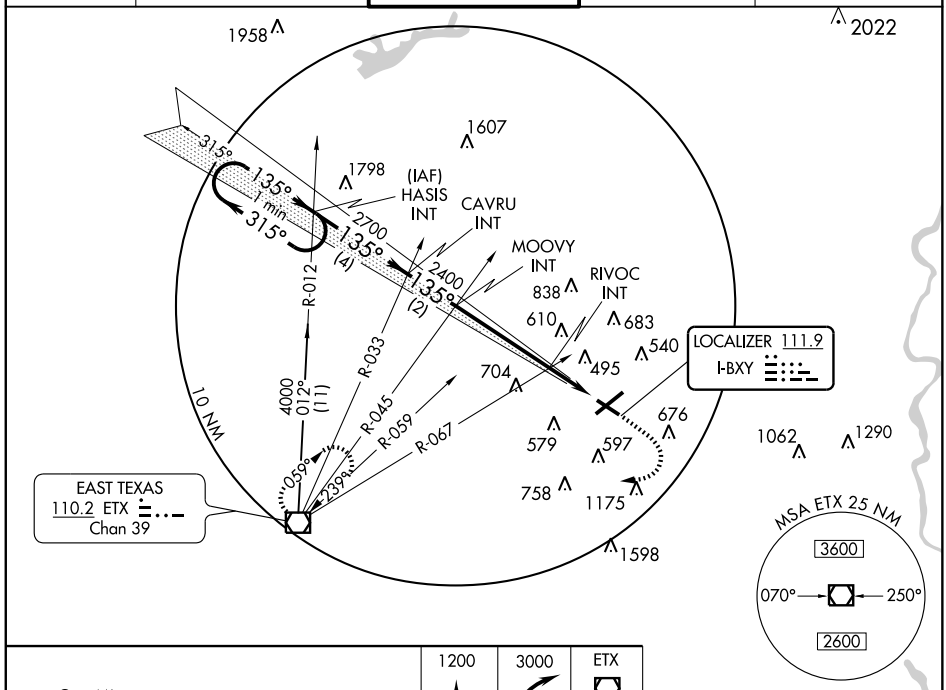
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

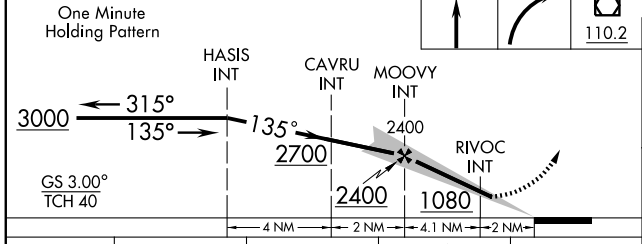
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR A5

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

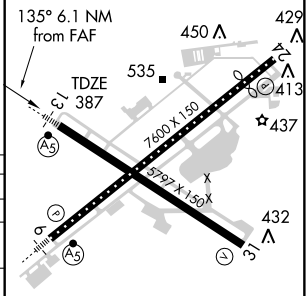
| ATIS | ALLENTOWN APP CON | | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.975 | 119.65 | 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 587-½ 200 (200-½) | | | |
| S-LOC 13 | 1080-½ 693 (700-½) | | 1080-1½ 693 (700-1½) | 1080-1¾ 693 (700-1¾) |
| CIRCLING | 1080-1 686 (700-1) | | 1080-2 686 (700-2) | 1080-2¼ 686 (700-2¼) |
| RIVOC FIX MINIMUMS | | | | |
| S-LOC 13 | 720-½ 333 (400-½) | | | 720-¾ 333 (400-¾) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

ELEV 394 D




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 7100 |
|---|---|---|
| 243° | TDZE | 386 |
| | Apt Elev | 394 |

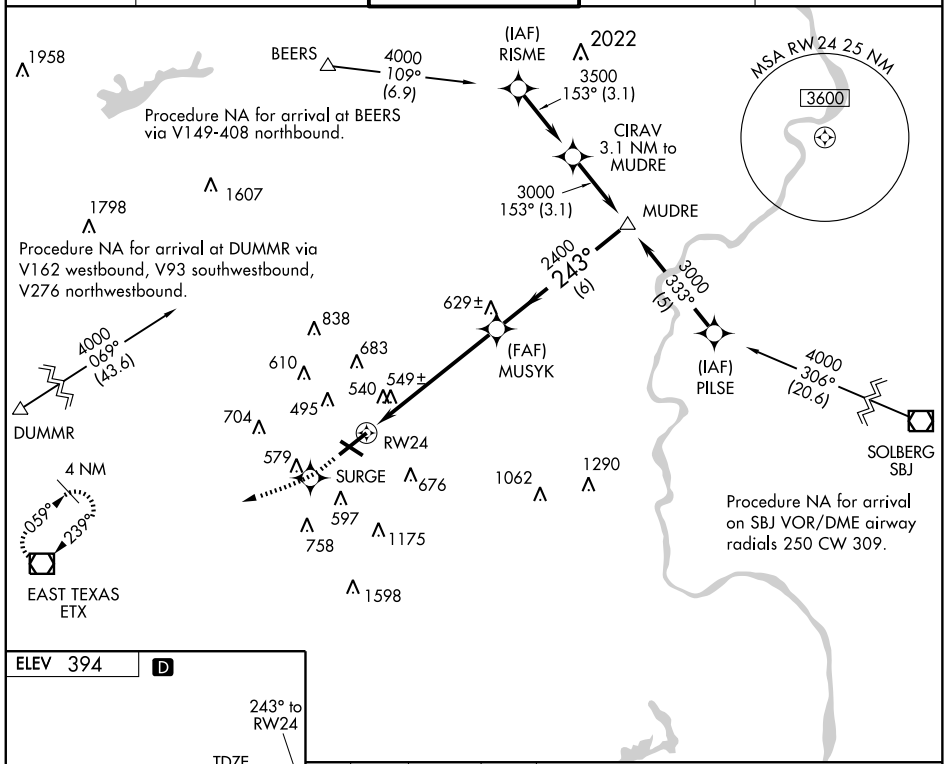
# RNAV (GPS) RWY 24
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

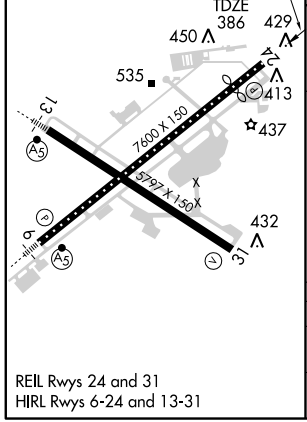
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

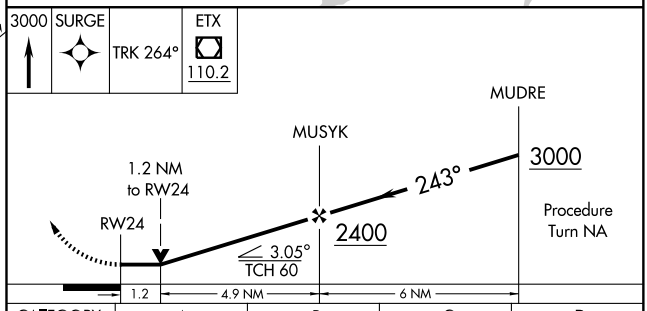
NA

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820/50 434 (500-1) | | 820/60 434 (500-1¼) | 820-1½ 434 (500-1½) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

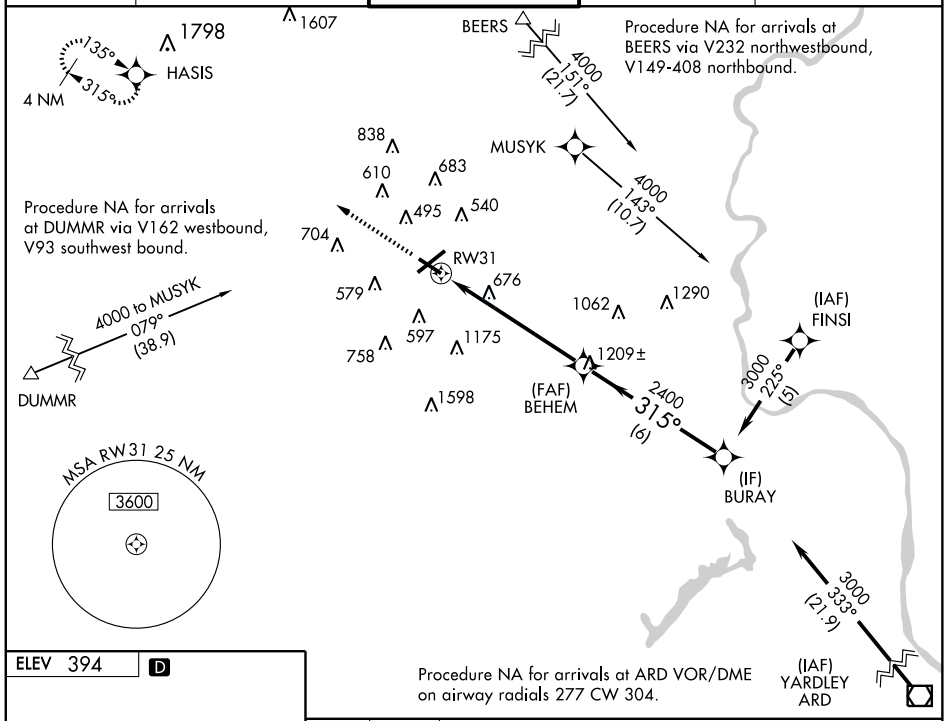
| WAAS Ch 82499 W31A | APP CRS 315° | Rwy ldg 5797<br>TDZE 384<br>Apt Elev 394 |
|---|---|---|

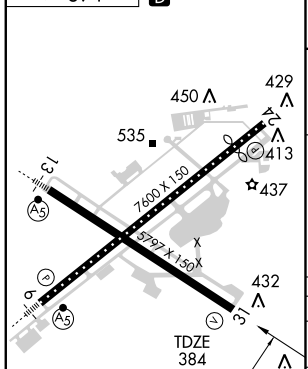
# RNAV (GPS) RWY 31
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C/D.

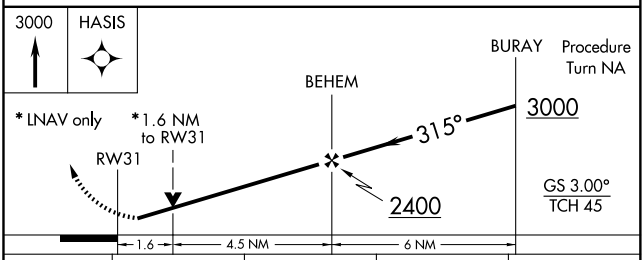
MISSED APPROACH: Climb to 3000 direct HASIS and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 641-1 257 (300-1) | | | |
| LNAV/VNAV DA | 743-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 940-¾ 556 (600-¾) | | 940-1½ 556 (600-1½) | 940-1¾ 556 (600-1¾) |
| CIRCLING | 940-1¼ 546 (600-1¼) | | 940-1½ 546 (600-1½) | 980-2 586 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 7600 |
|---|---|---|
| 063° | TDZE | 394 |
| | Apt Elev | 394 |

# RNAV (GPS) Y RWY 6

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

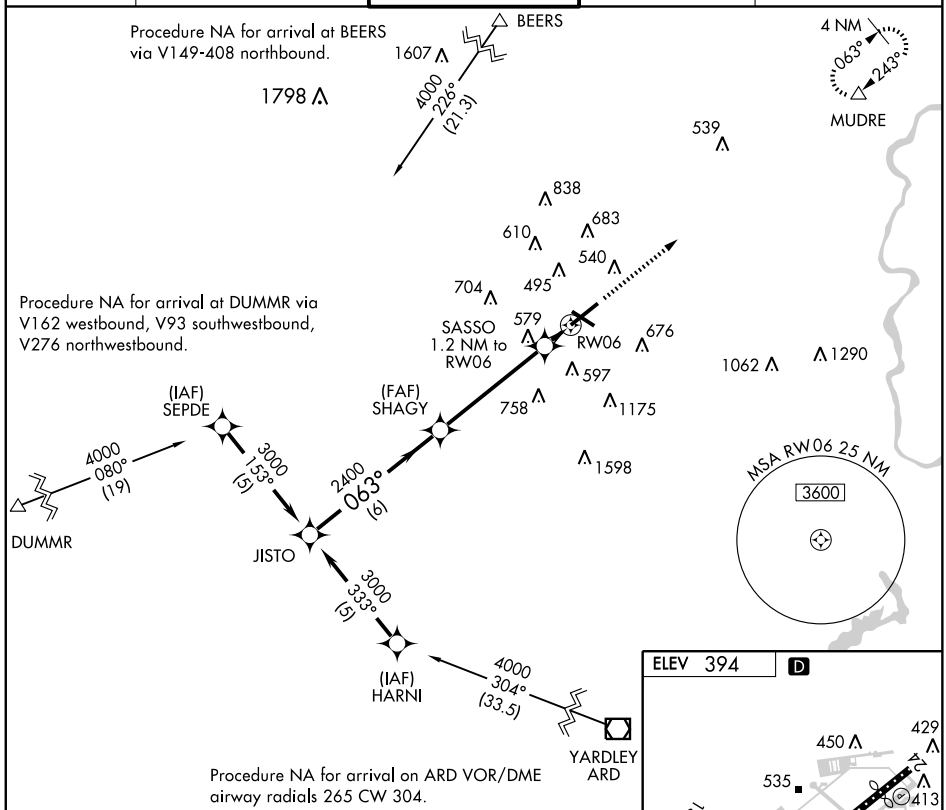
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV CAT D.

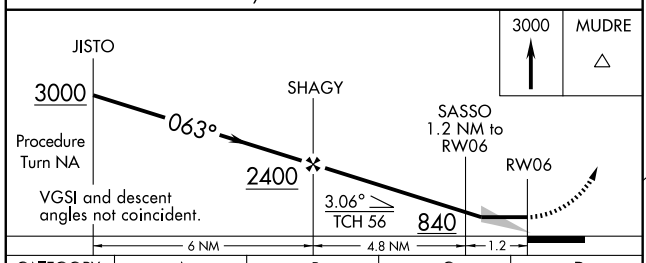
NA

MALSR

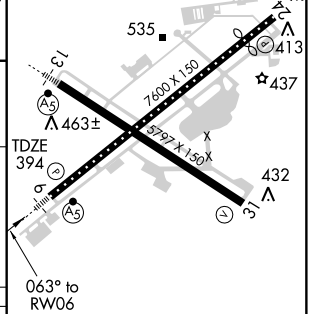
MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720/24 326 (400-½) | | | 720/50 326 (400-1) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5797 |
|---|---|---|
| 135° | TDZE | 387 |
| | Apt Elev | 394 |

# RNAV (GPS) Y RWY 13

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

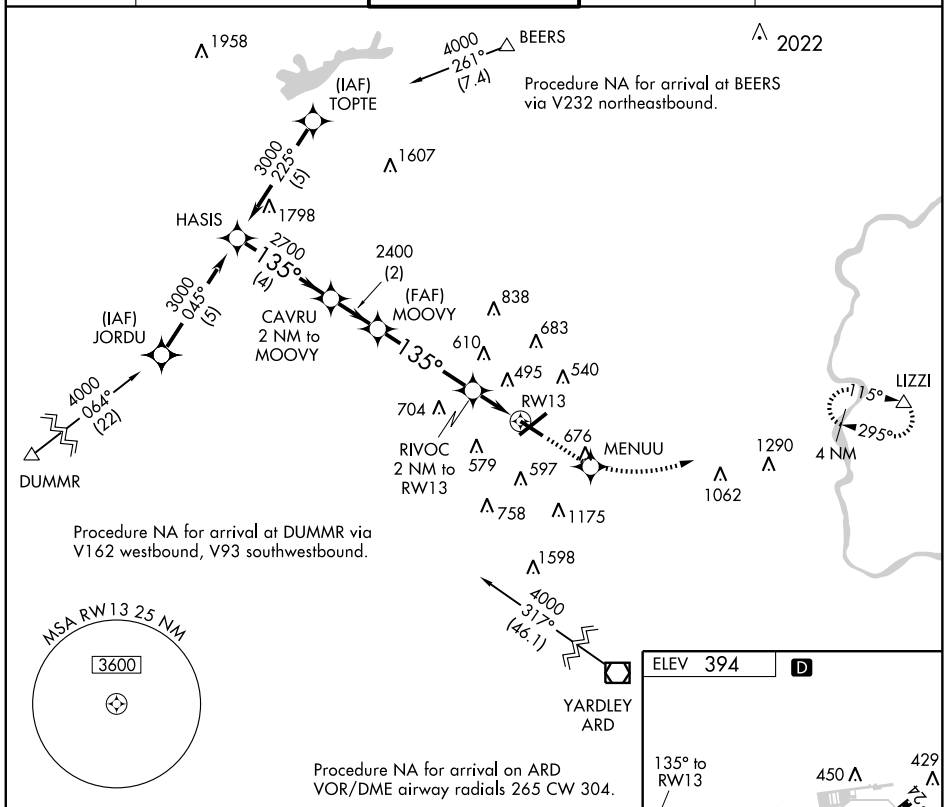
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

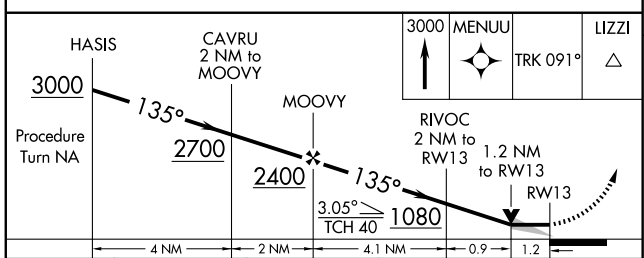
NA

MALSR

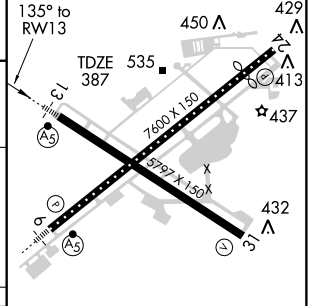
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-½ 413 (500-½) | | 800-¾ 413 (500-¾) | 800-1 413 (500-1) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 7600 |
|---|---|---|
| 063° | TDZE | 394 |
| | Apt Elev | 394 |

# RNAV (GPS) Z RWY 6
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

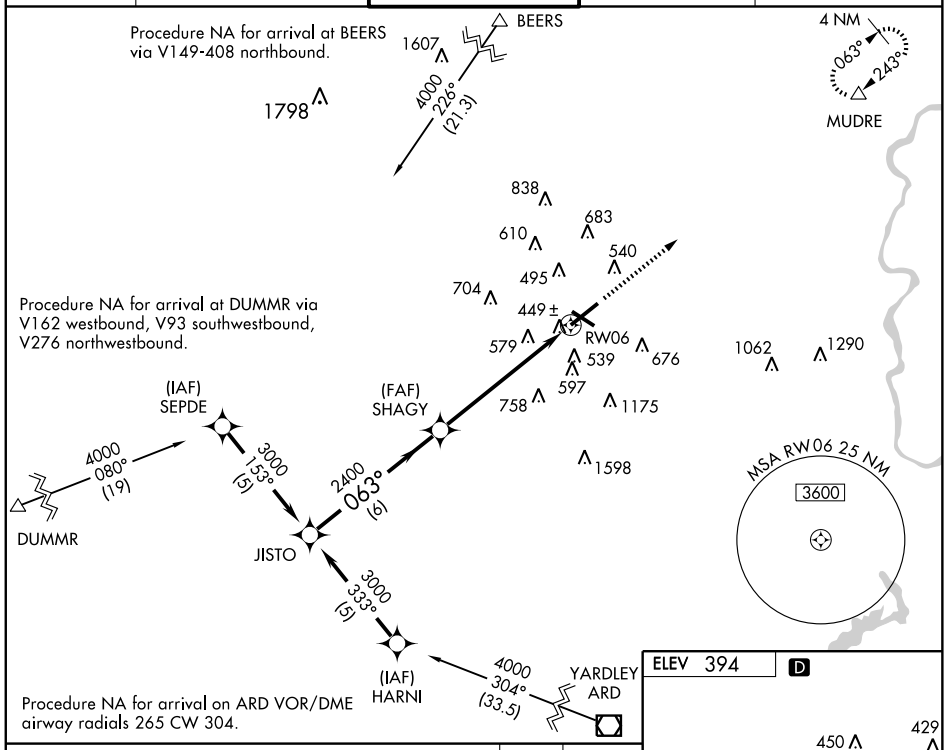
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

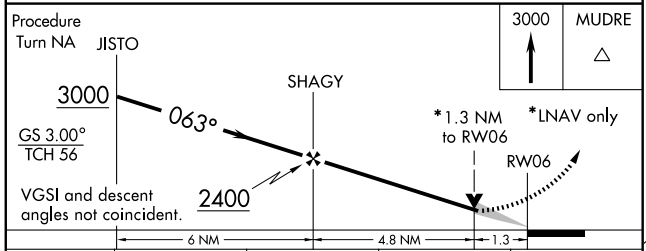
NA

MALSR

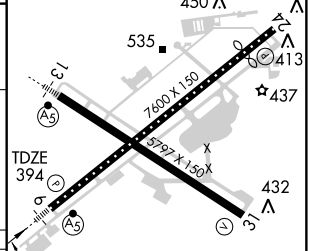
MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 840/50 446 (500-1) | | | |
| LNAV MDA | 840/24 446 (500-½) | | 840/40 446 (500-¾) | 840/50 446 (500-1) |
| CIRCLING | 840-1½ 446 (500-1½) | 860-1½ 466 (500-1½) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

| APP CRS | Rwy ldg | 5797 |
|---|---|---|
| 135° | TDZE | 387 |
| | Apt Elev | 394 |

# RNAV (GPS) Z RWY 13
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

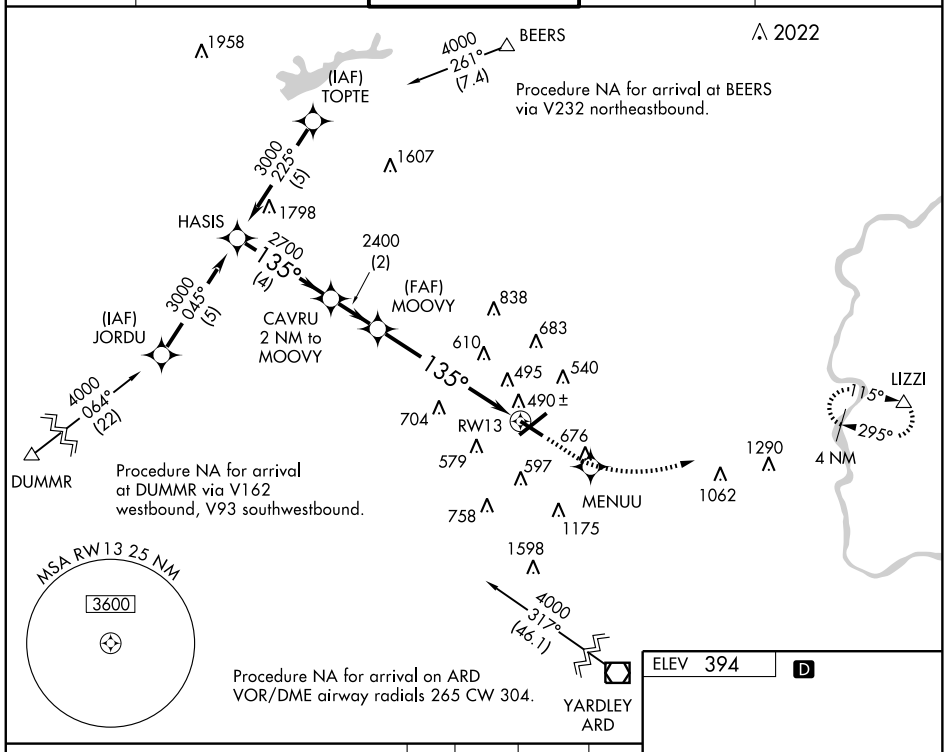
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

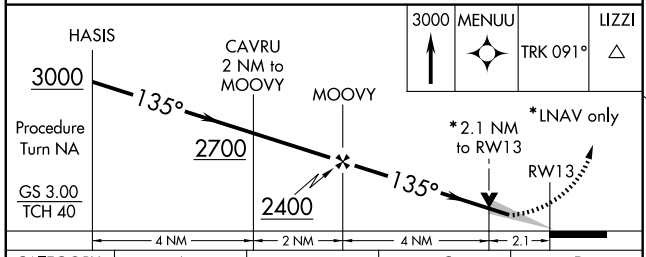
NA

MALSR

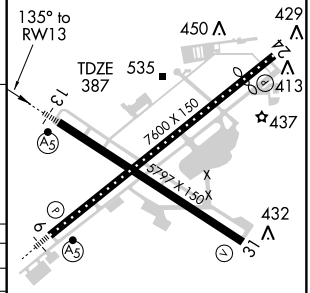
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 800-1 413 (500-1) | | | |
| LNAV MDA | 1080-½ 693 (700-½) | | 1080-1½ 693 (700-1½) | 1080-1¾ 693 (700-1¾) |
| CIRCLING | 1080-1½ 686 (700-1½) | | 1080-2 686 (700-2) | 1080-2¼ 686 (700-2¼) |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

| VORTAC FJC 117.5 Chan 122 | APP CRS 182° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 393 |
|---|---|---|

# TACAN-C

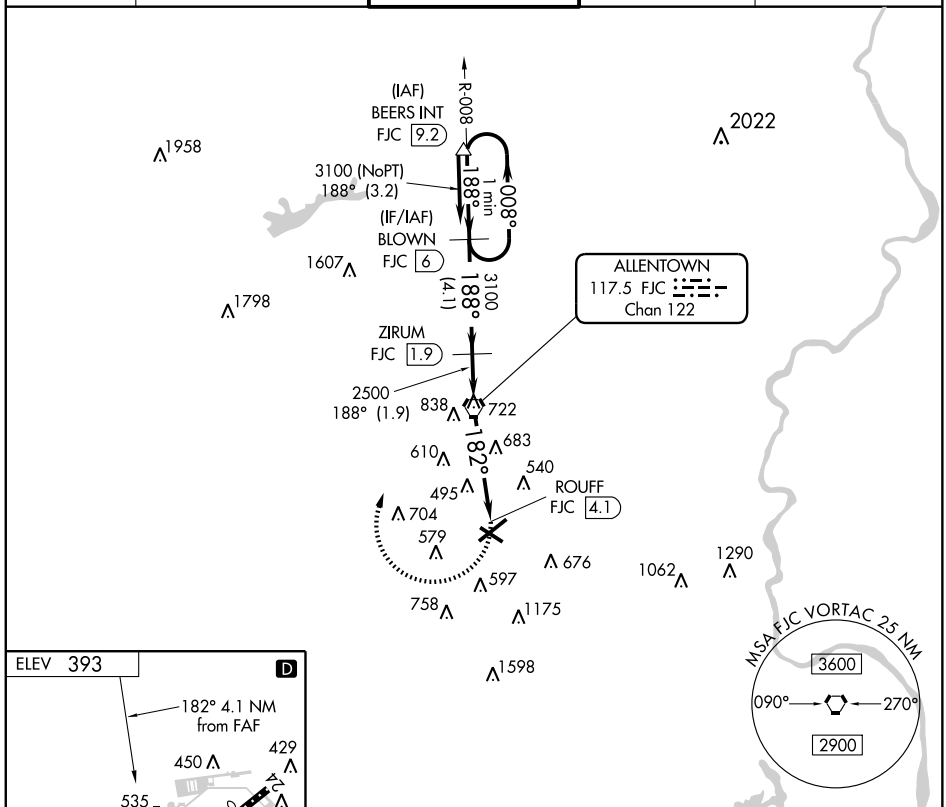
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

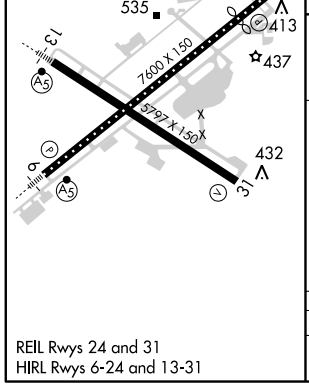
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

NA

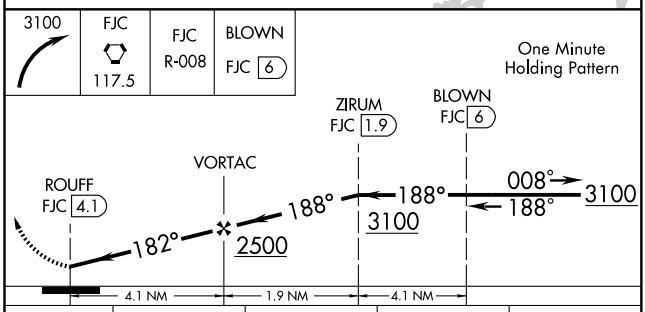
MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1 547 (600-1) | | 940-1½ 547 (600-1½) | 980-2 587 (600-2) |

NE-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC FJC | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.5 | 182° | TDZE | N/A |
| Chan 122 | | Apt Elev | 393 |

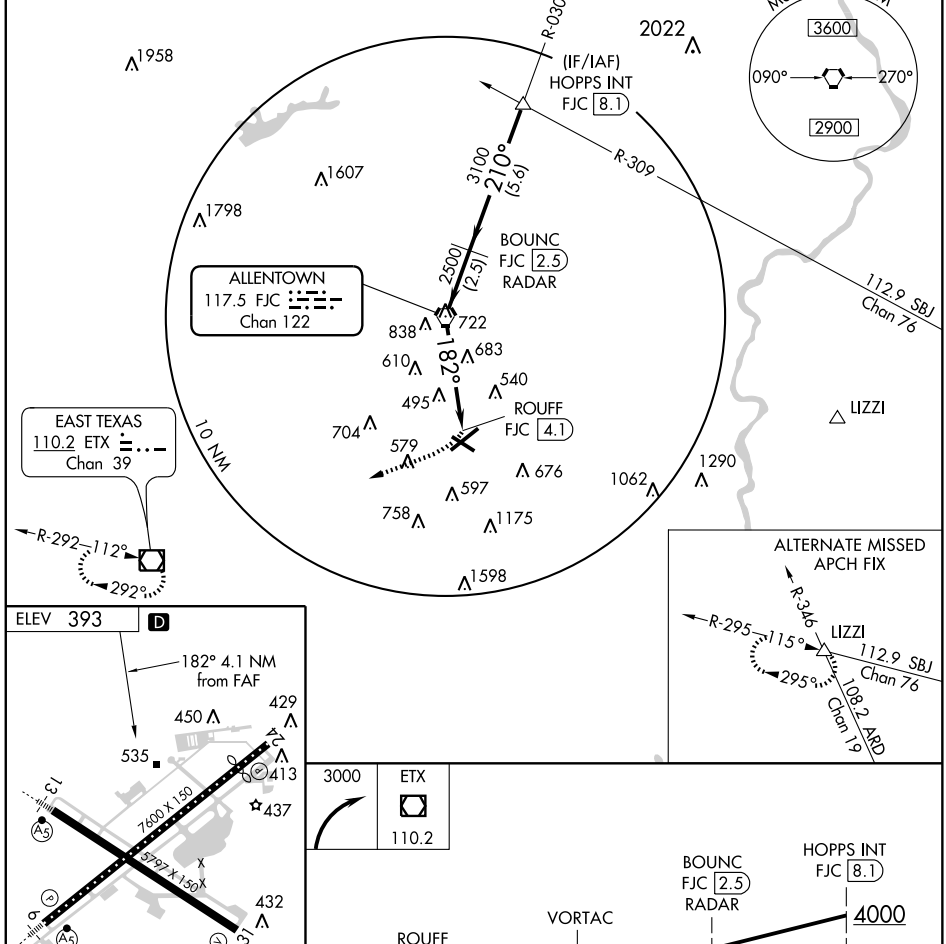
# VOR-A

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

DME or RADAR required.
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1 547 (600-1) | | 940-1½ 547 (600-1½) | 980-2 587 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3949 |
|---|---|---|
| 070° | TDZE | 390 |
| | Apt Elev | 399 |

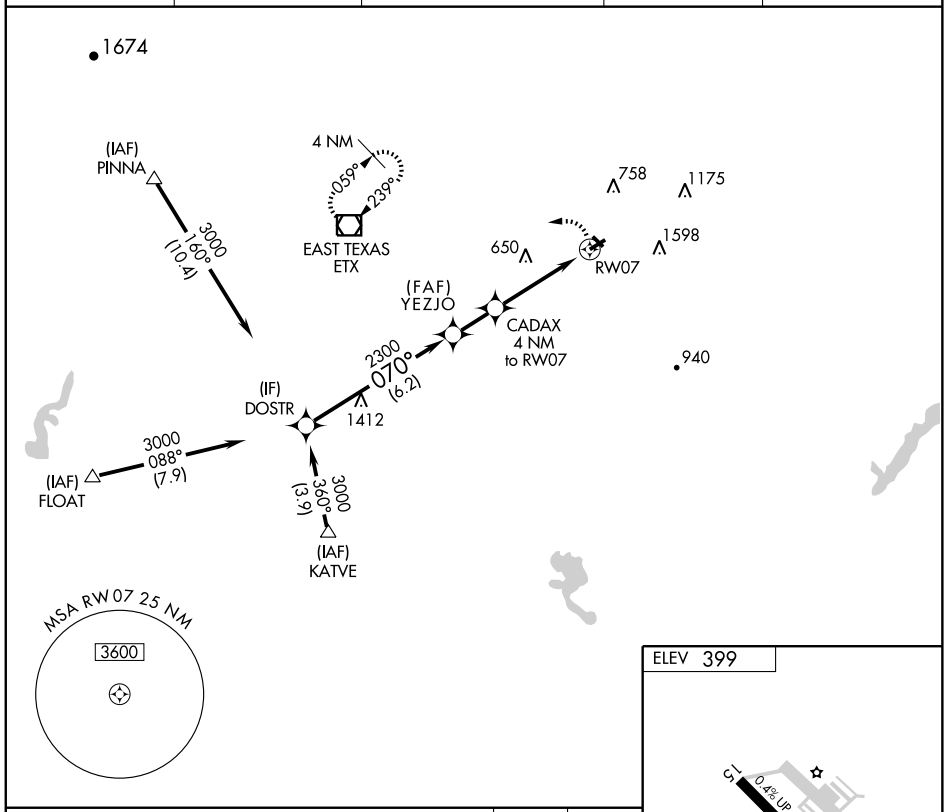
# RNAV (GPS) RWY 7
## ALLENTOWN-QUEEN CITY MUNI (XLL)

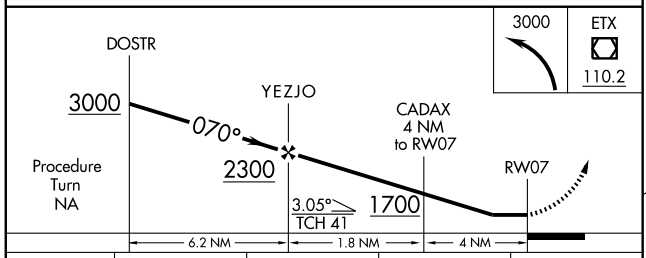
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet. Circling NA south of Rwys 7 and 25. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

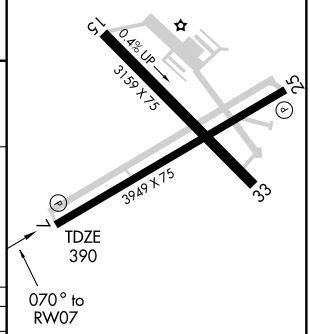
| AWOS-3 | LEHIGH VALLEY ASOS | ALLENTOWN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 127.875 | 126.975 | 119.65 397.9 | 118.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 530 (600-1) | | 920-1½ 530 (600-1½) | NA |
| CIRCLING | 920-1 521 (600-1) | 940-1 541 (600-1) | 940-1½ 541 (600-1½) | NA |

ELEV 399




MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR/DME ETX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.2 | 103° | TDZE | N/A |
| Chan 39 | | Apt Elev | 399 |

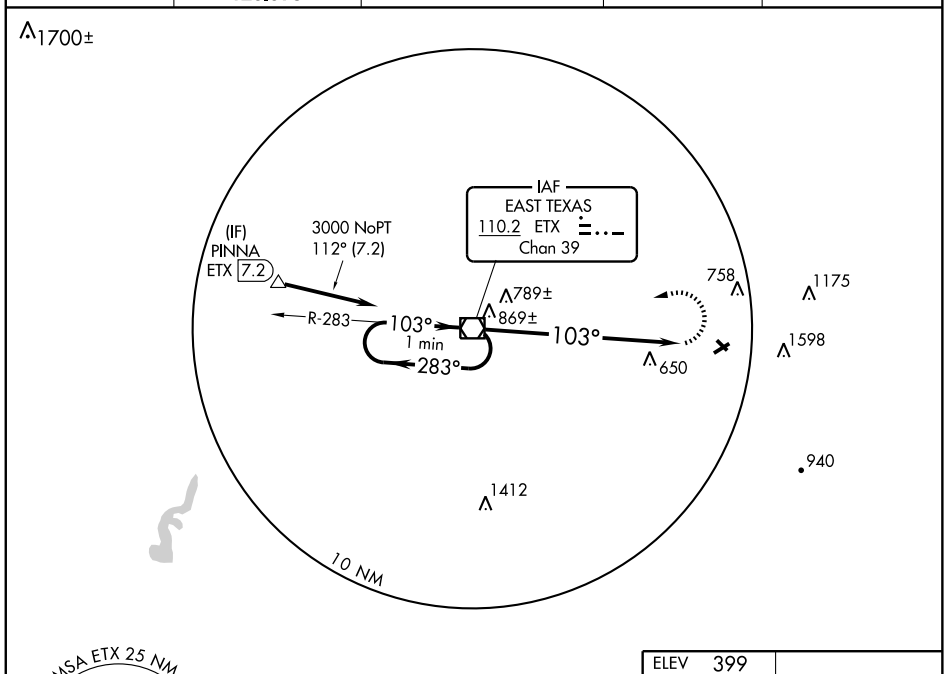
# VOR-B
## ALLENTOWN-QUEEN CITY MUNI (XLL)

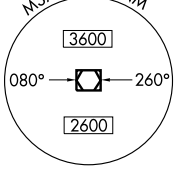
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile. Circling NA south of Rwys 7 and 25.

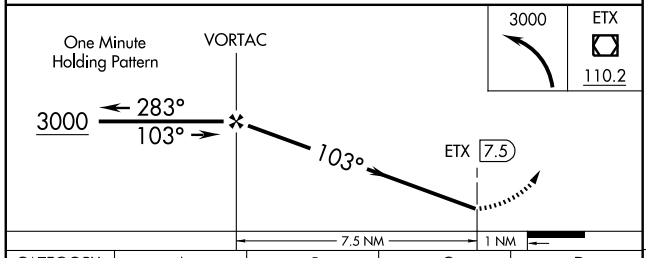
NA

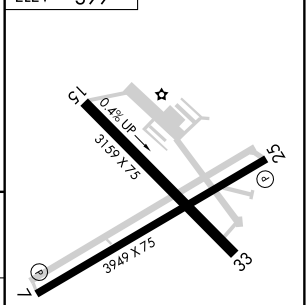
MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

| AWOS-3 | LEHIGH VALLEY ASOS | ALLENTOWN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 127.875 | 126.975 | 119.65 397.9 | 118.9 | 122.7 (CTAF) L |




MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1½ 801 (900-1½) | | 1200-2¼ 801 (900-2¼) | NA |

FAF to MAP 7.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |

NE-4. 14 JAN 2010 to 11 FEB 2010

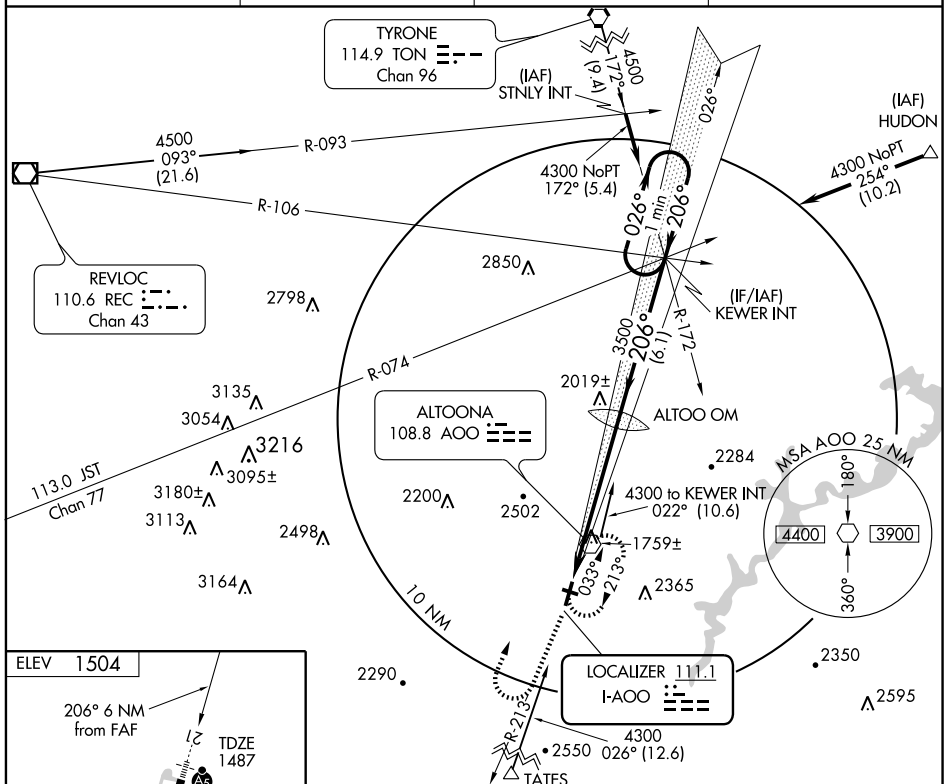
| LOC I-AOO | APP CRS | Rwy ldg | 5465 |
|---|---|---|---|
| 111.1 | 206° | TDZE | 1487 |
| | | Apt Elev | 1504 |

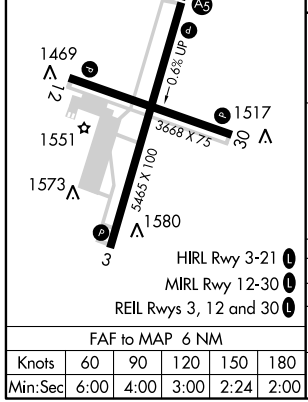
# ILS or LOC RWY 21
## ALTOONA-BLAIR COUNTY (AOO)

MALSR

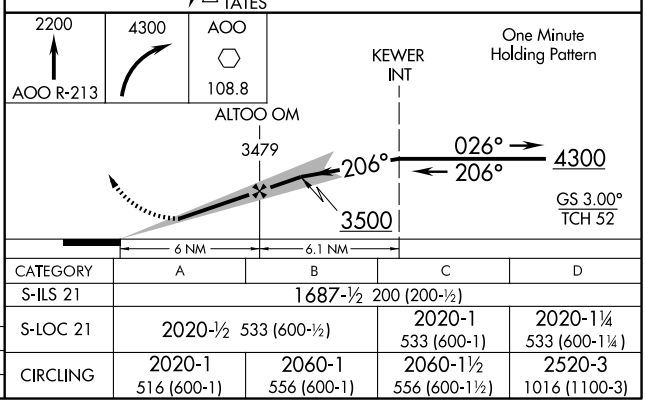
MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

| ASOS | CLEVELAND CENTER | ALTOONA RADIO | CTAF |
|---|---|---|---|
| 127.125 | 121.2 299.2 | 123.6 | 123.6 |




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 1687-½ 200 (200-½) | | | |
| S-LOC 21 | 2020-½ 533 (600-½) | | 2020-1 533 (600-1) | 2020-1¼ 533 (600-1¼) |
| CIRCLING | 2020-1 516 (600-1) | 2060-1 556 (600-1) | 2060-1½ 556 (600-1½) | 2520-3 1016 (1100-3) |

NE-4. 14 JAN 2010 to 11 FEB 2010

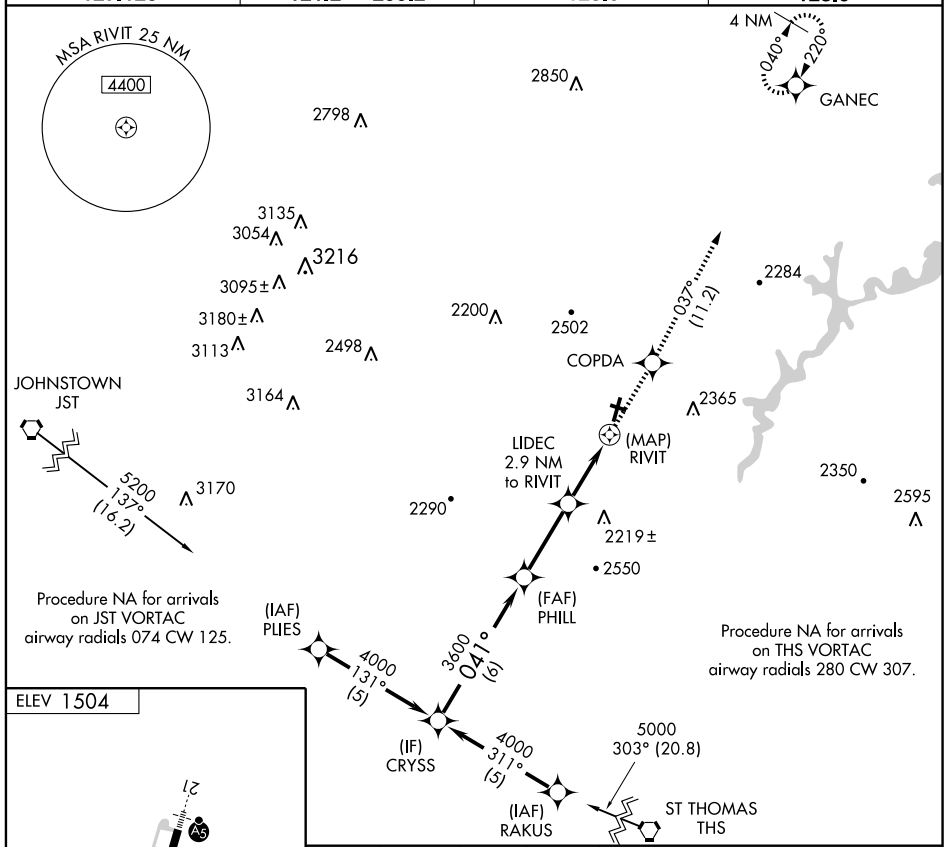
| APP CRS | Rwy ldg | 5465 |
|---|---|---|
| 041° | TDZE | 1504 |
| | Apt Elev | 1504 |

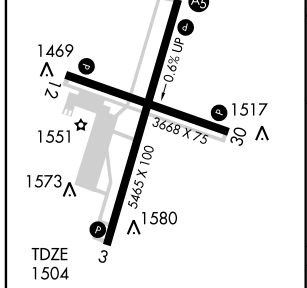
# RNAV (GPS) RWY 3
## ALTOONA-BLAIR COUNTY (AOO)

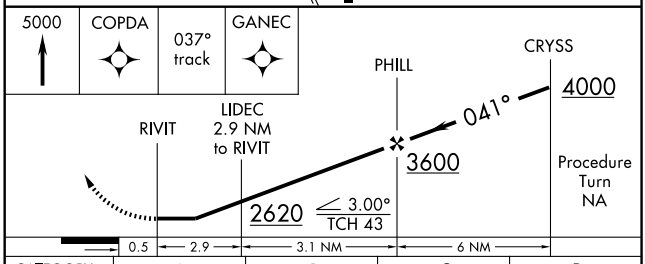
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.

| ASOS | CLEVELAND CENTER | | ALTOONA RADIO | CTAF |
|---|---|---|---|---|
| 127.125 | 121.2 | 299.2 | 123.6 | 123.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2340-1<br>836 (900-1) | 2340-1¼<br>836 (900-1¼) | 2340-2½<br>836 (900-2½) | 2340-2¾<br>836 (900-2¾) |
| CIRCLING | 2340-1<br>836 (900-1) | 2340-1¼<br>836 (900-1¼) | 2340-2½<br>836 (900-2½) | 2620-3<br>1116 (1200-3) |

HIRL Rwy 3-21
MIRL Rwy 12-30
REIL Rwys 3, 12, and 30

NE-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5465 |
|---|---|---|
| 220° | TDZE | 1487 |
| | Apt Elev | 1504 |

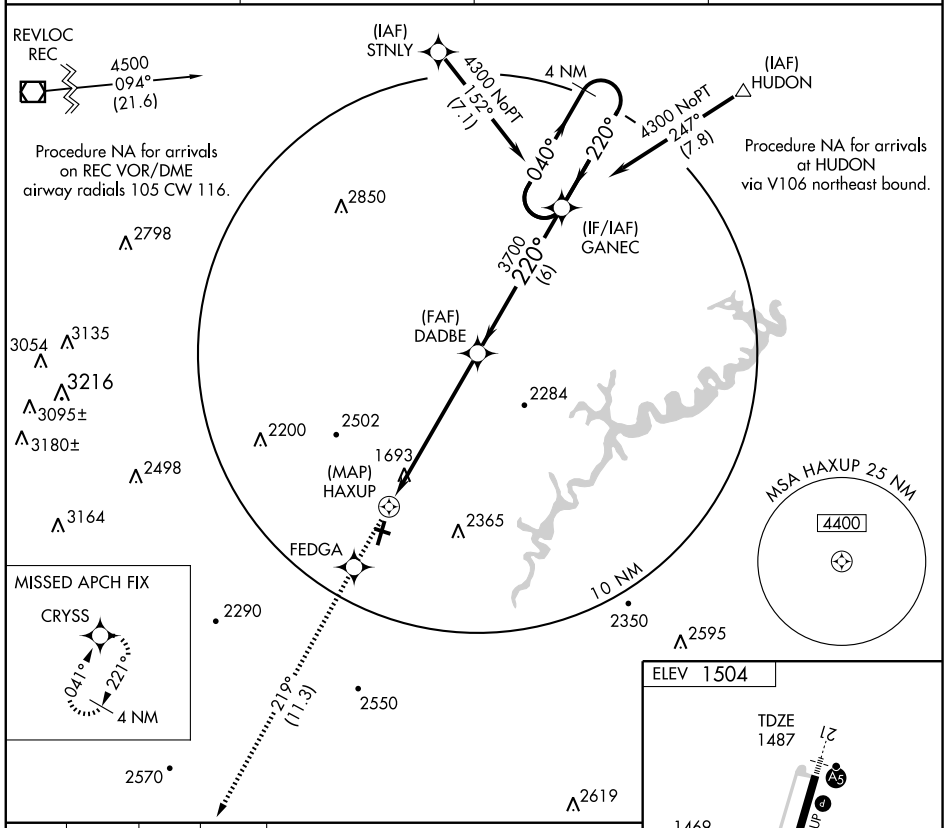
# RNAV (GPS) Y RWY 21
## ALTOONA-BLAIR COUNTY (AOO)

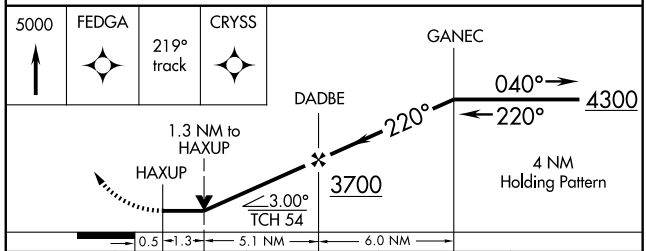
DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.

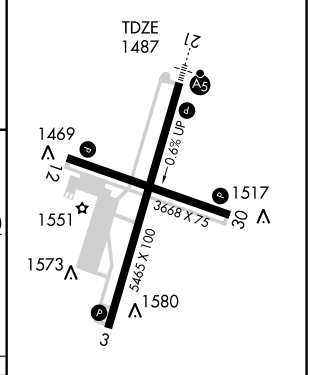
MALSR

MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.

| ASOS | CLEVELAND CENTER | | ALTOONA RADIO | CTAF |
|---|---|---|---|---|
| 127.125 | 121.2 | 299.2 | 123.6 | 123.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2080-¾ 593 (600-¾) | | 2080-1 593 (600-1) | 2080-1¼ 593 (600-1¼) |
| CIRCLING | 2080-1 576 (600-1) | | 2080-1½ 576 (600-1½) | 2620-3 1116 (1200-3) |

HIRL Rwy 3-21
MIRL Rwy 12-30
REIL Rwys 3, 12, and 30

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 90105 W21A | APP CRS 206° | Rwy ldg 5465<br>TDZE 1487<br>Apt Elev 1504 |
|---|---|---|

# RNAV (GPS) Z RWY 21
## ALTOONA-BLAIR COUNTY (AOO)

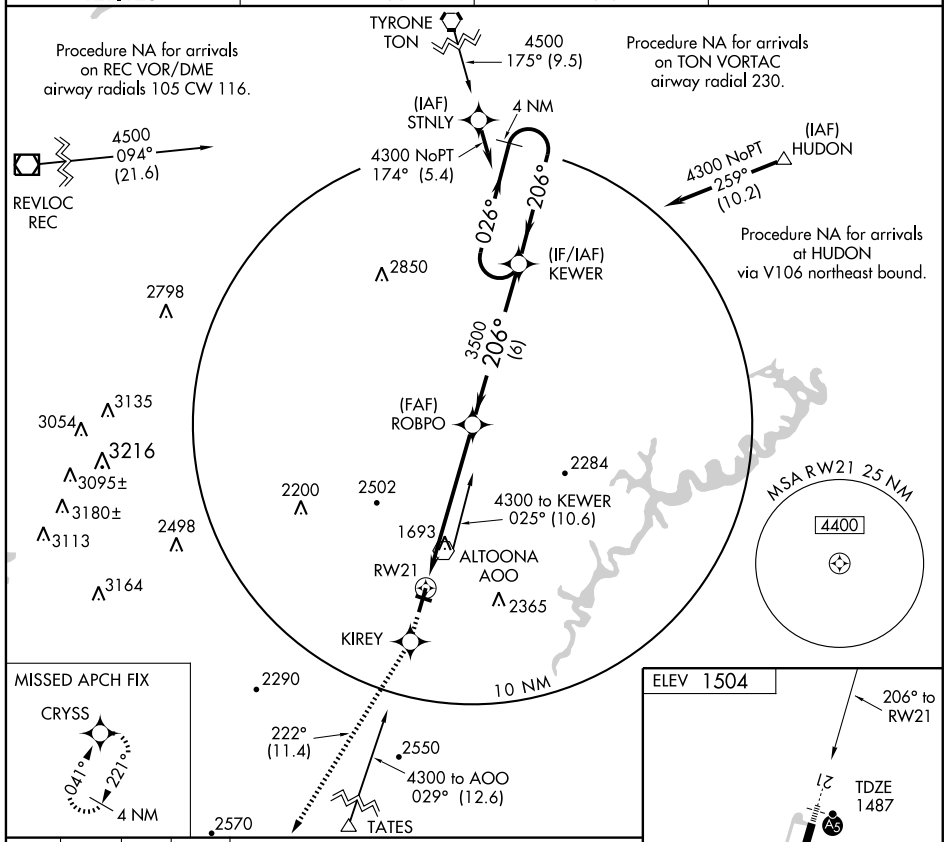
T NA

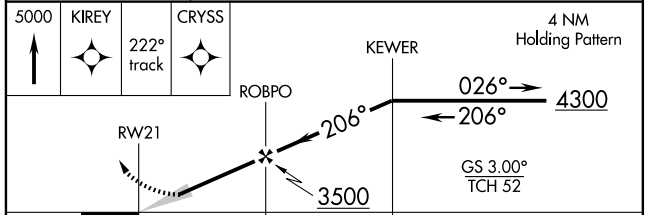
DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1¼ mile.

MALSR A5

MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

| ASOS | CLEVELAND CENTER | ALTOONA RADIO | CTAF L |
|---|---|---|---|
| 127.125 | 121.2 299.2 | 123.6 | 123.6 |



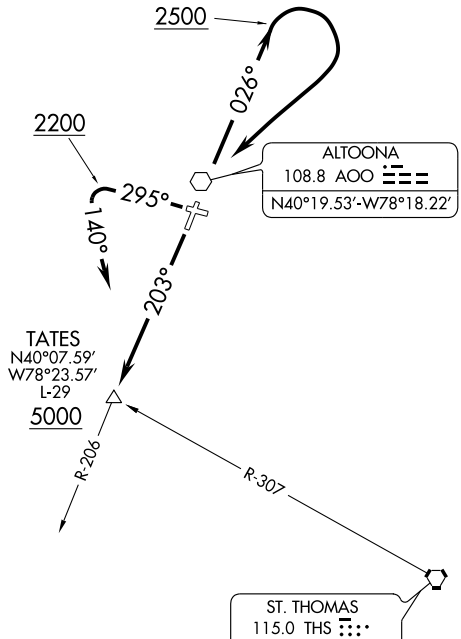



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1800-¾ 313 (400-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | NA | | | |

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

# TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6




TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD.
Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.
Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537′ from DER, 904′ left of centerline, 100′ AGL/1554′ MSL.
Numerous trees 5759′ from DER, 1600′ right of centerline, 100′ AGL/1642′ MSL.
Rwy 21: Numerous trees 2541′ from DER, 369′ left of centerline, 100′ AGL/1583′ MSL.
Numerous trees 1080′ from DER, 511′ right of centerline, 100′ AGL/1550′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

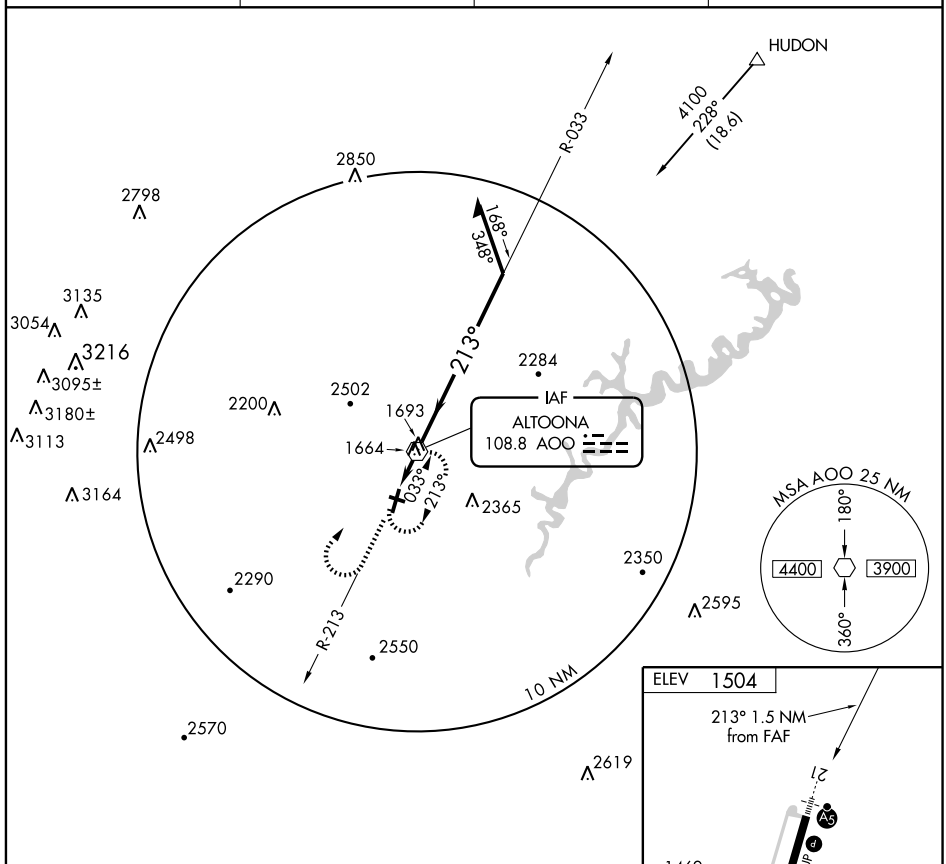
....Cross TATES INT at or above 5000. Then via (assigned route).

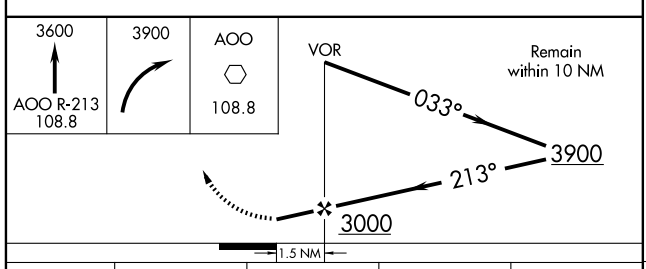
| VOR AOO 108.8 | APP CRS 213° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1504 |
|---|---|---|

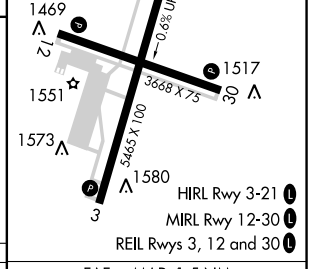
# VOR-A
## ALTOONA-BLAIR COUNTY (AOO)

MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

| ASOS | CLEVELAND CENTER | ALTOONA RADIO | CTAF |
|---|---|---|---|
| 127.125 | 121.2 299.2 | 123.6 | 123.6 |



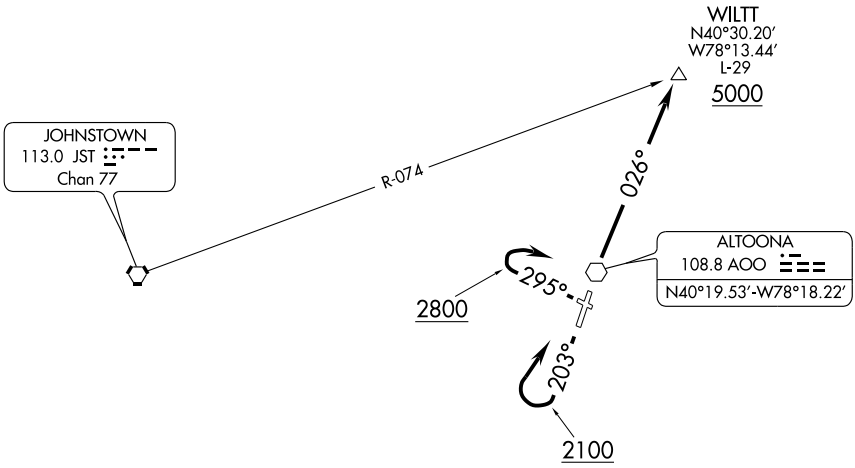




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2420-1¼ 916 (1000-1¼) | | 2420-2¾ 916 (1000-2¾) | 2620-3 1116 (1200-3) |

| FAF to MAP 1.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

# WILTT THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6




TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).
Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.
Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537′ from DER, 904′ left of centerline, 100′ AGL/1554′ MSL.
Numerous trees 5759′ from DER, 1600′ right of centerline, 100′ AGL/1642′ MSL.
Rwy 21: Numerous trees 2541′ from DER, 369′ left of centerline, 100′ AGL/1583′ MSL.
Numerous trees 1080′ from DER, 511′ right of centerline, 100′ AGL/1550′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....

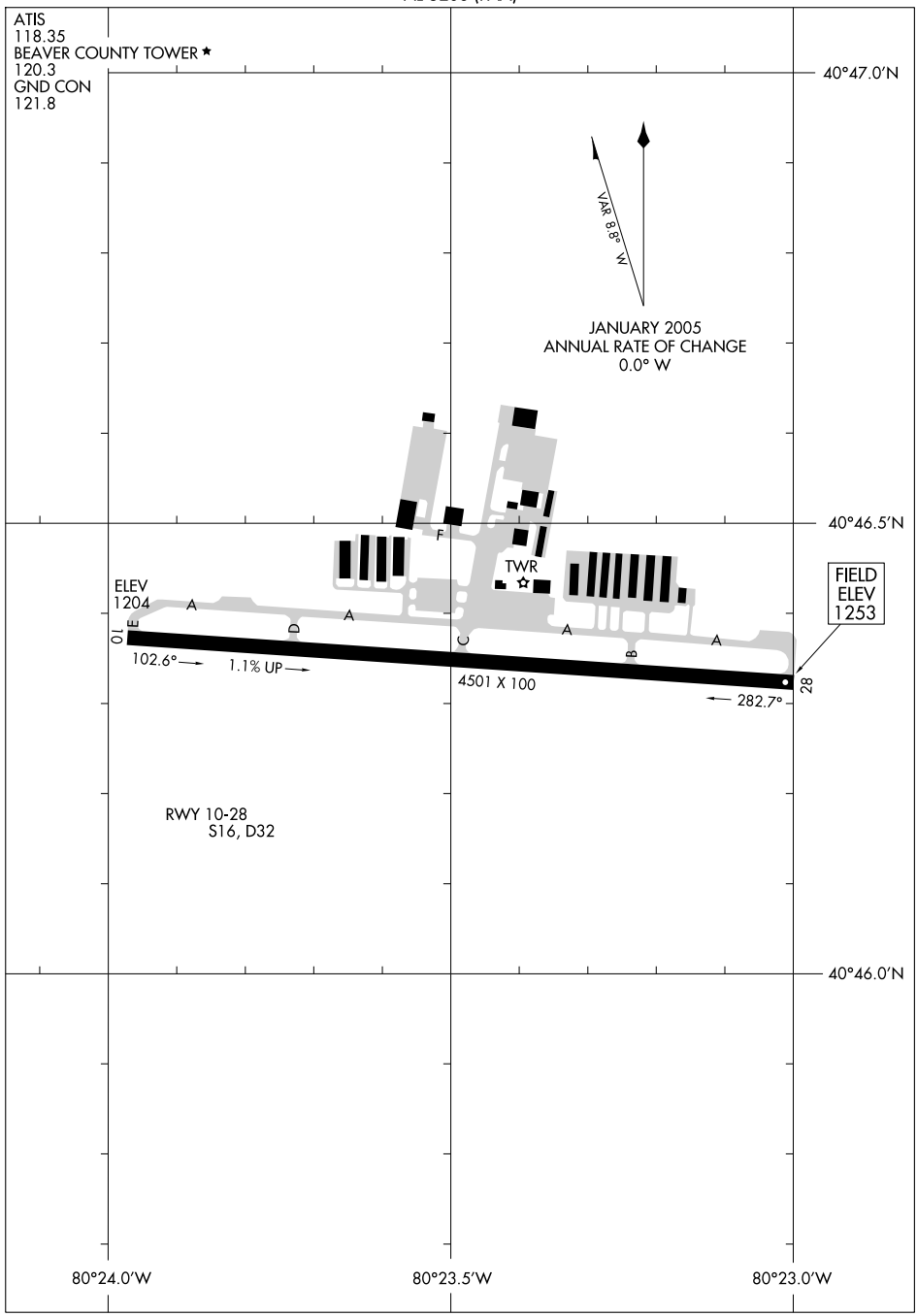
....Cross WILLT INT at or above 5000. Then via (assigned route).

09295

# AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)
BEAVER FALLS, PENNSYLVANIA



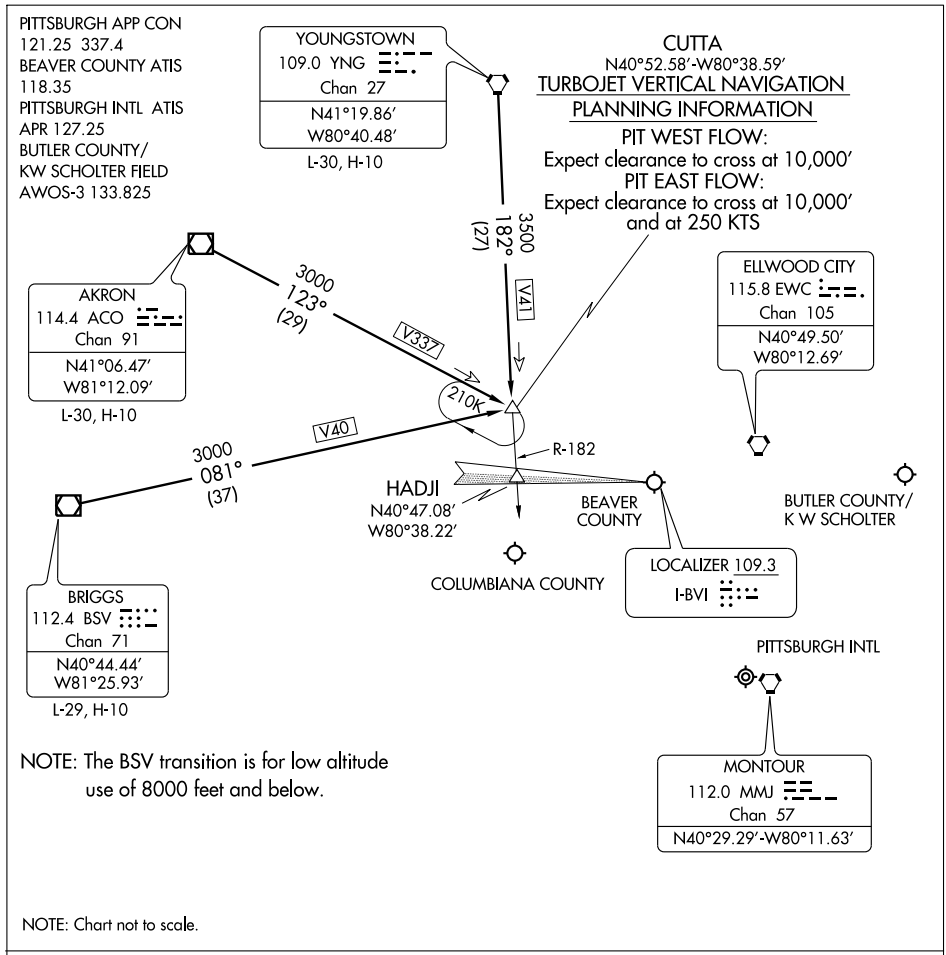

NE-4, 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

# CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA




AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

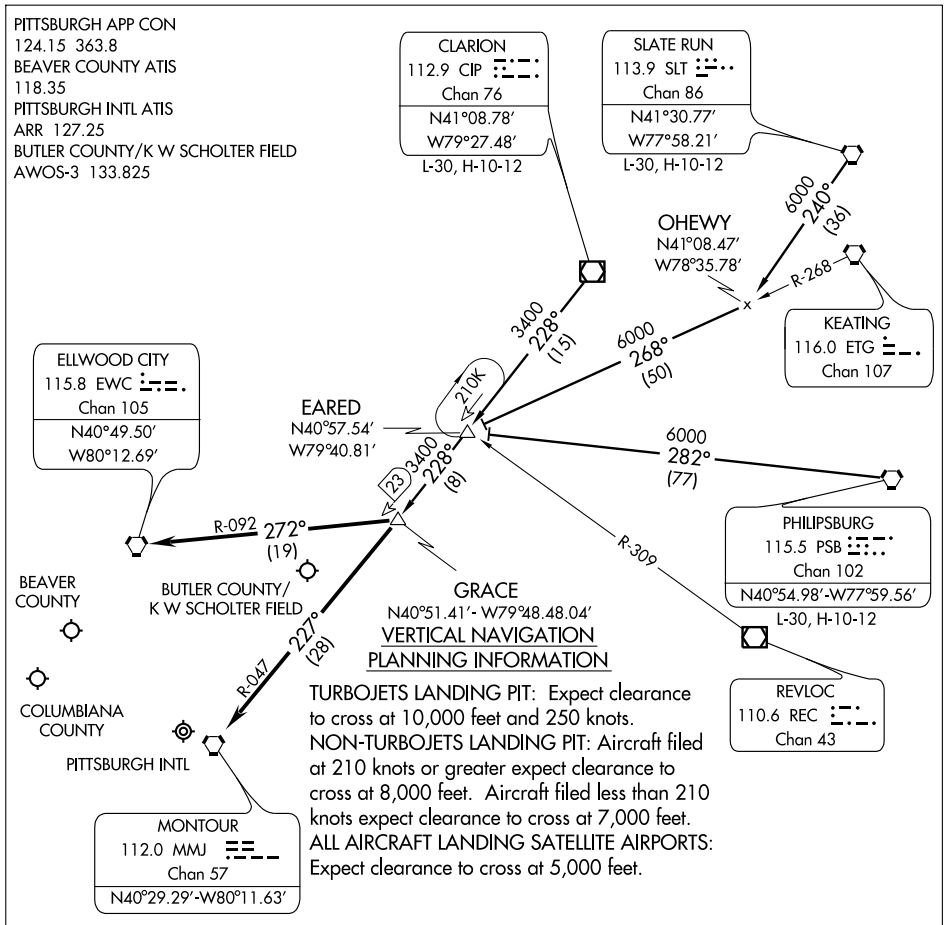
(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 14 JAN 2010 to 11 FEB 2010

# GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA




VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

| LOC I-BVI | APP CRS | Rwy ldg | 4501 |
|---|---|---|---|
| 109.3 | 101° | TDZE | 1238 |
| | | Apt Elev | 1253 |

# LOC RWY 10

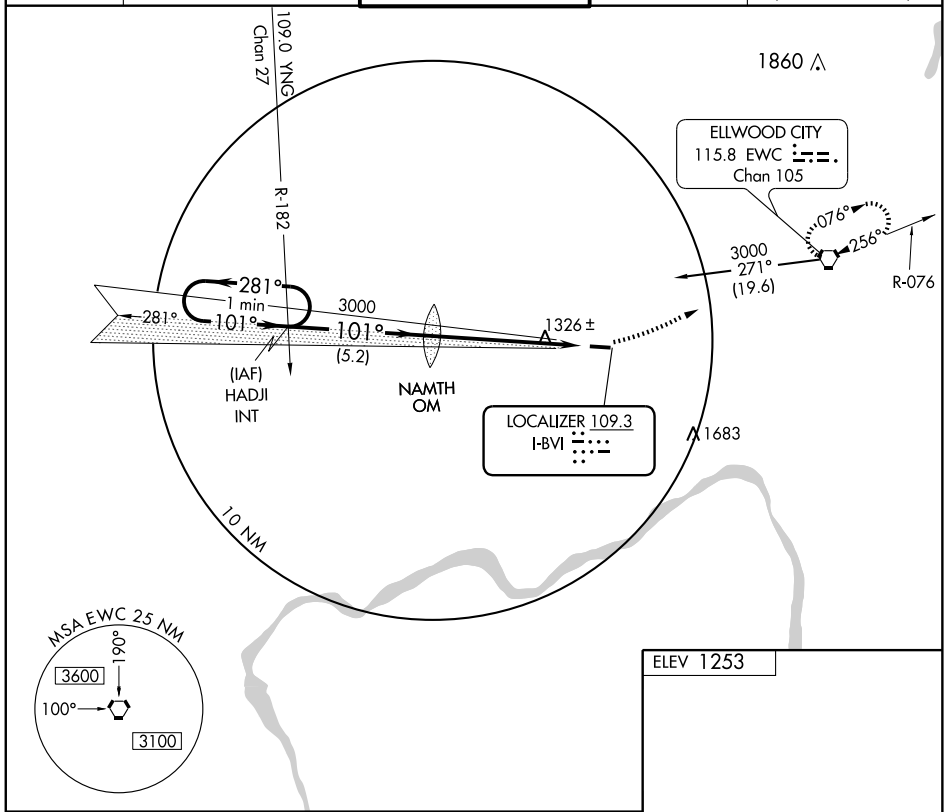
## BEAVER FALLS/BEAVER COUNTY (BVI)

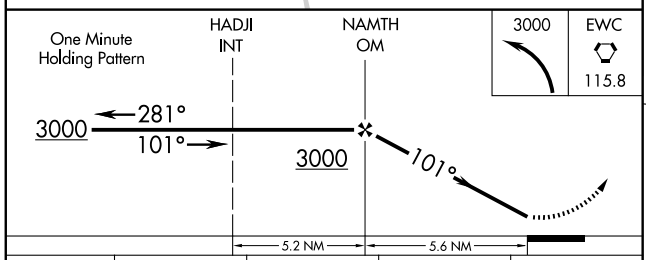
When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

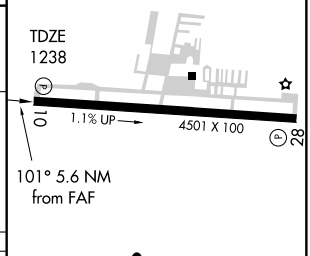
NA

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | BEAVER COUNTY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.35 | 124.75 338.2 | 120.3 (CTAF) L | 121.8 | 124.85 (when tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1580-1 342 (400-1) | | | 1580-1¼ 342 (400-1¼) |
| CIRCLING | 1720-1 467 (500-1) | | 1720-1½ 467 (500-1½) | 1820-2 567 (600-2) |

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| VORTAC EWC | APP CRS | | |
|---|---|---|---|
| 115.8 | 256° | Rwy ldg | 4501 |
| Chan 105 | | TDZE | 1253 |
| | | Apt Elev | 1253 |

# VOR or GPS RWY 28

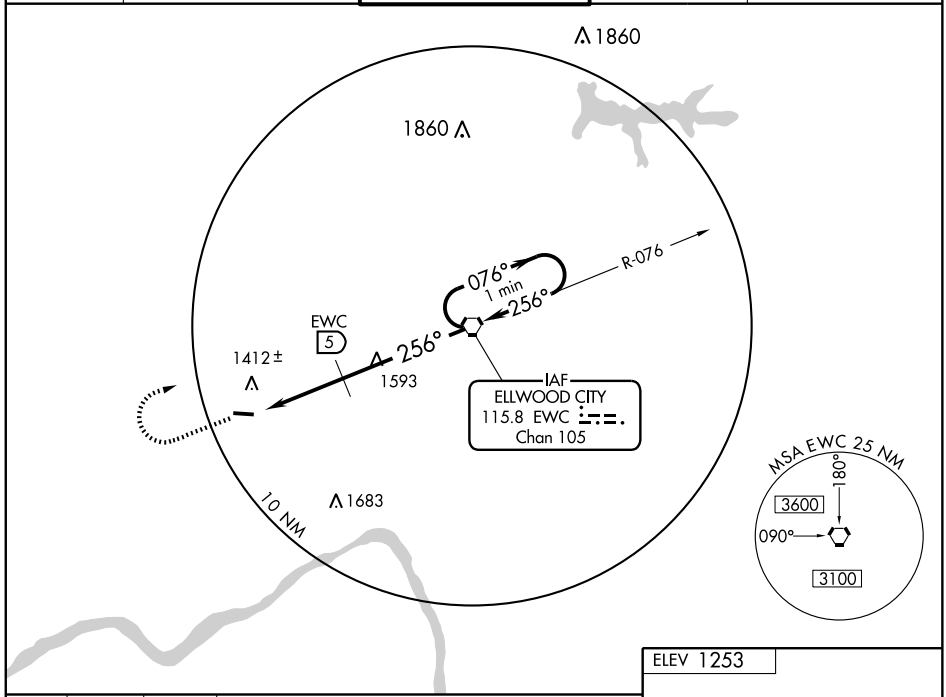
## BEAVER FALLS /BEAVER COUNTY (BVI)

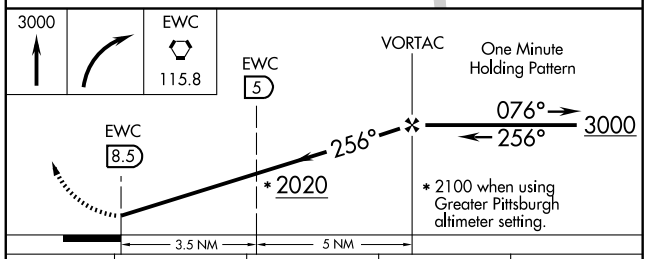
When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

NA

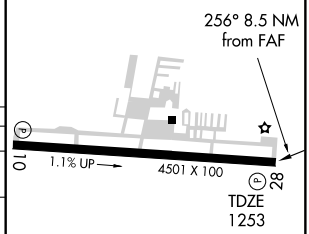
MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | | BEAVER COUNTY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 118.35 | 124.75 | 338.2 | 120.3 (CTAF) L | 121.8 | 124.85 (when tower closed) |




ELEV 1253




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2020-1<br>767 (800-1) | 2020-1¼<br>767 (800-1¼) | 2020-2¼<br>767 (800-2¼) | 2020-2½<br>767 (800-2½) |
| CIRCLING | 2020-1<br>767 (800-1) | 2020-1¼<br>767 (800-1¼) | 2020-2¼<br>767 (800-2¼) | 2020-2½<br>767 (800-2½) |
| | DME MINIMUMS | | | |
| S-28 | 1680-1 427 (500-1) | | 1680-1¼<br>427 (500-1¼) | 1680-1½<br>427 (500-1½) |
| CIRCLING | 1720-1 467 (500-1) | | 1720-1½<br>467 (500-1½) | 1820-2<br>567 (600-2) |

| FAF to MAP 8.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

NE-4. 14 JAN 2010 to 11 FEB 2010

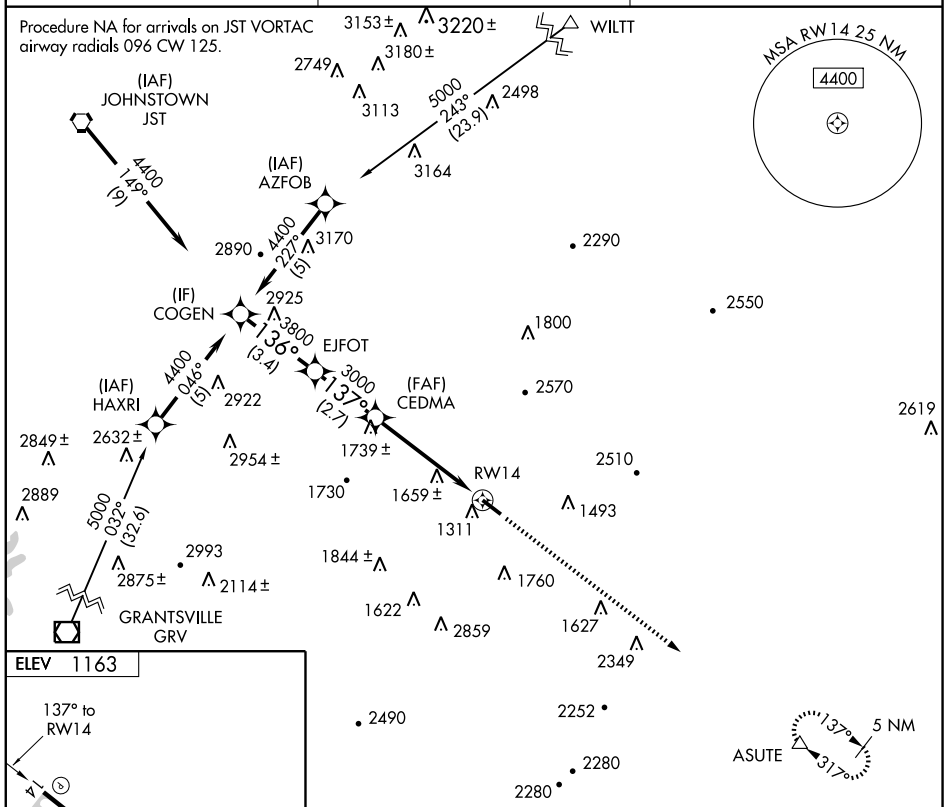
| APP CRS | Rwy ldg | 5005 |
|---|---|---|
| 137° | TDZE | 1163 |
| | Apt Elev | 1163 |

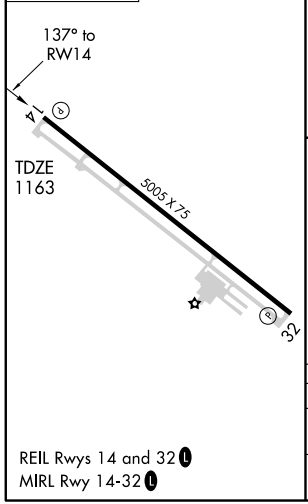
# RNAV (GPS) RWY 14
## BEDFORD COUNTY (HMZ)

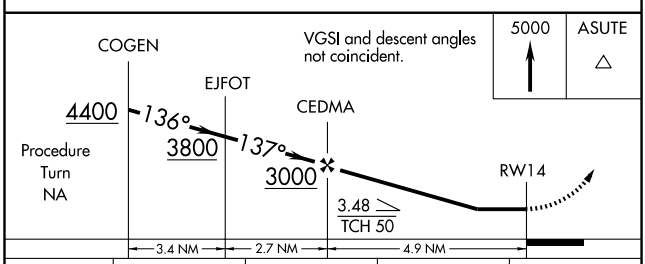
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats C and D ¼ mile and Circling Cat C ½ mile.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 123.675 | 124.4 327.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1940-1<br>777 (800-1) | 1940-1¼<br>777 (800-1¼) | 1940-2¼<br>777 (800-2¼) | 1940-2½<br>777 (800-2½) |
| CIRCLING | 1940-1<br>777 (800-1) | 1960-1¼<br>797 (800-1¼) | 1960-2¼<br>797 (800-2¼) | 2120-3<br>957 (1000-3) |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

| APP CRS | Rwy ldg | 5005 |
|---|---|---|
| 317° | TDZE | 1161 |
| | Apt Elev | 1163 |

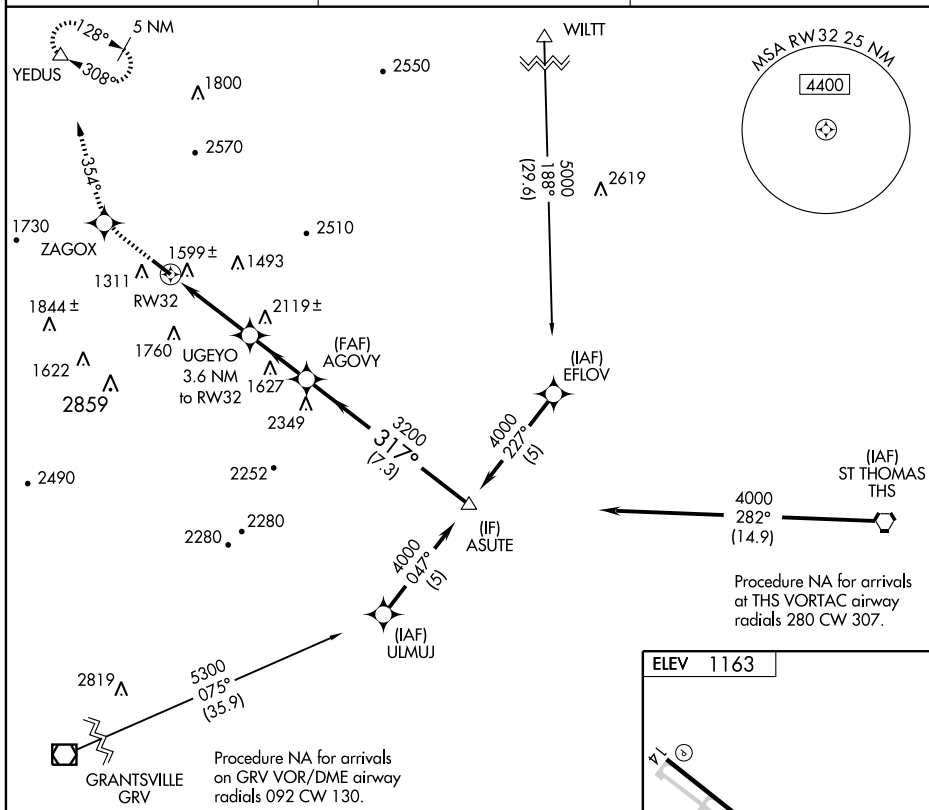
# RNAV (GPS) RWY 32
## BEDFORD COUNTY (HMZ)

DME/DME RNP-0.3 NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats B/C/D ¼ mile and Circling Cat C ½ mile.

NA

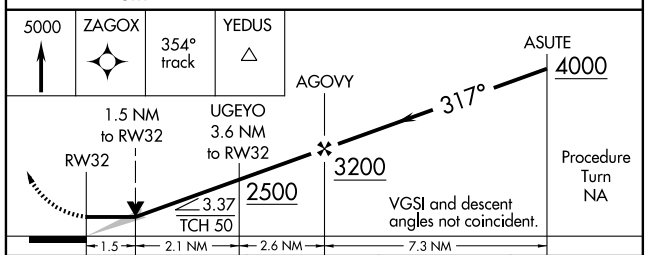
MISSED APPROACH: Climb to 5000 direct ZAGOX and via 354° track to YEDUS and hold, continue climb-in-hold to 5000.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 123.675 | 124.4 327.1 | 122.7 (CTAF) L |

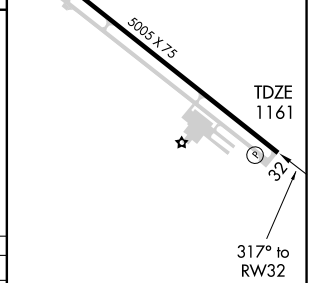



Procedure NA for arrivals at THS VORTAC airway radials 280 CW 307.

Procedure NA for arrivals on GRV VOR/DME airway radials 092 CW 130.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 699 (700-1) | 1860-2<br>699 (700-2) | 1860-2¼<br>699 (700-2¼) |
| CIRCLING | 1900-1<br>737 (800-1) | 1960-1¼<br>797 (800-1¼) | 1960-2¼<br>797 (800-2¼) | 2120-3<br>957 (1000-3) |




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

| VORTAC THS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.0 | 296° | TDZE | N/A |
| Chan 97 | | Apt Elev | 1163 |

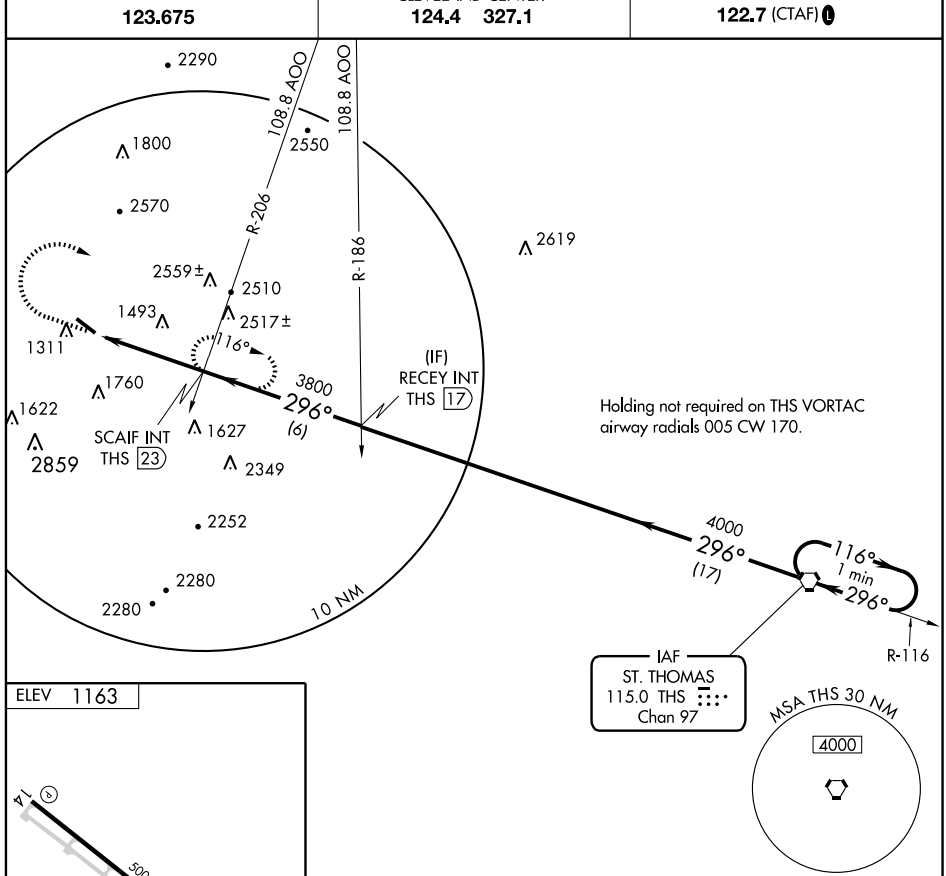
# VOR-A
## BEDFORD COUNTY (HMZ)

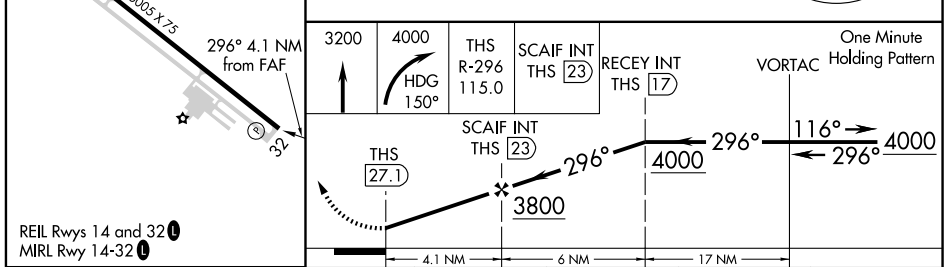
When local altimeter setting not received, use Altoona altimeter setting and increase MDA 100 feet.

NA

MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 123.675 | 124.4 327.1 | 122.7 (CTAF) L |




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2580-1¼ 1417 (1500-1¼) | 2580-1½ 1417 (1500-1½) | 2580-3 1417 (1500-3) | |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC PSB 115.5 Chan 102 | APP CRS 113° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1080 |
|---|---|---|

# VOR or GPS-A

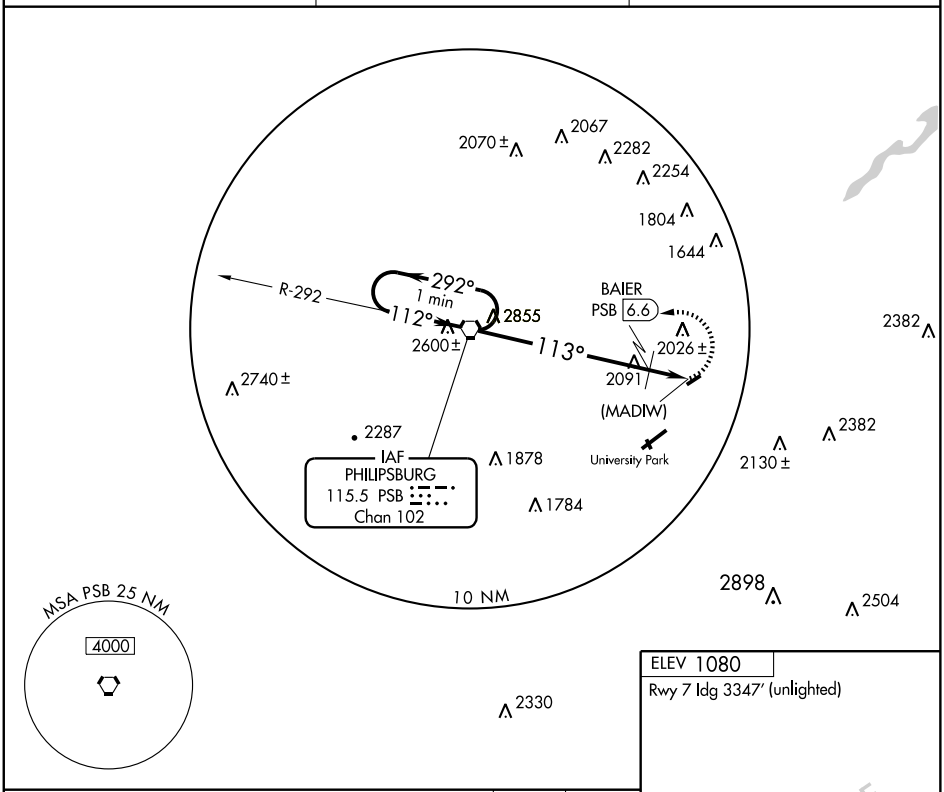
BELLEFONTE (N96)

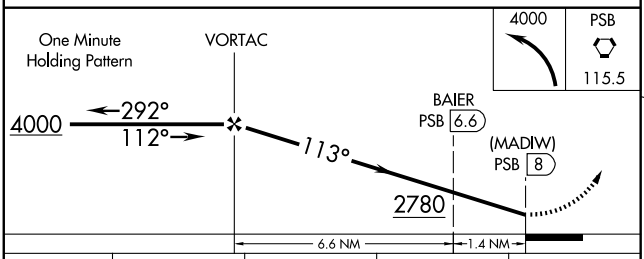
Use University Park altimeter setting; when not received procedure not authorized. Circling NA southeast of Rwy 7-25.

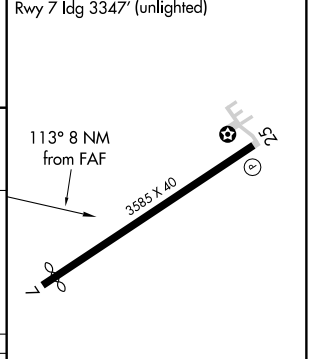
NA

MISSED APPROACH: Climbing left turn to 4000 direct PSB VORTAC and hold.

| NEW YORK CENTER | UNICOM | |
|---|---|---|
| 134.8 338.3 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2780-1¼<br>1700 (1700-1¼) | 2780-1½<br>1700 (1700-1½) | NA | |
| DME MINIMUMS | | | | |
| CIRCLING | 2200-1¼<br>1120 (1200-1¼) | 2240-1½<br>1160 (1200-1½) | NA | |

FAF to MAP 8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |

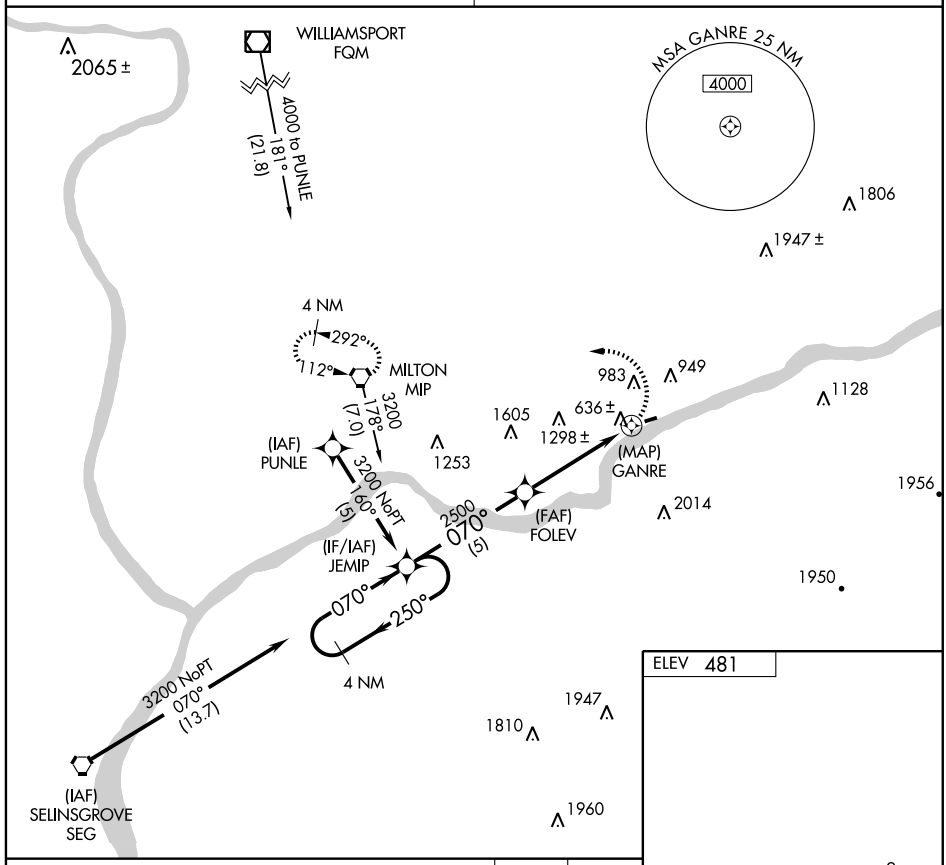
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 070° | TDZE | N/A |
| | Apt Elev | 481 |

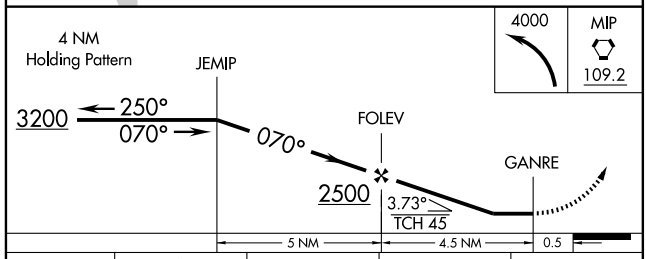
# RNAV (GPS)-B
## BLOOMSBURG MUNI (N13)

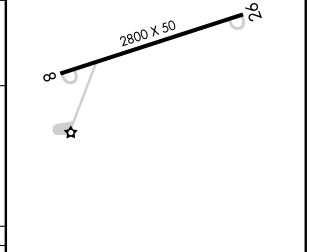
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Williamsport altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

| WILKES-BARRE APP CON | UNICOM |
|---|---|
| **126.3 256.7** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1560-1¼<br>1079 (1100-1¼) | 1580-1½<br>1099 (1100-1½) | NA | |

LIRL Rwy 8-26

| VORTAC MIP | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.2 | 108° | TDZE | N/A |
| Chan 29 | | Apt Elev | 481 |

# VOR-A
## BLOOMSBURG MUNI (N13)

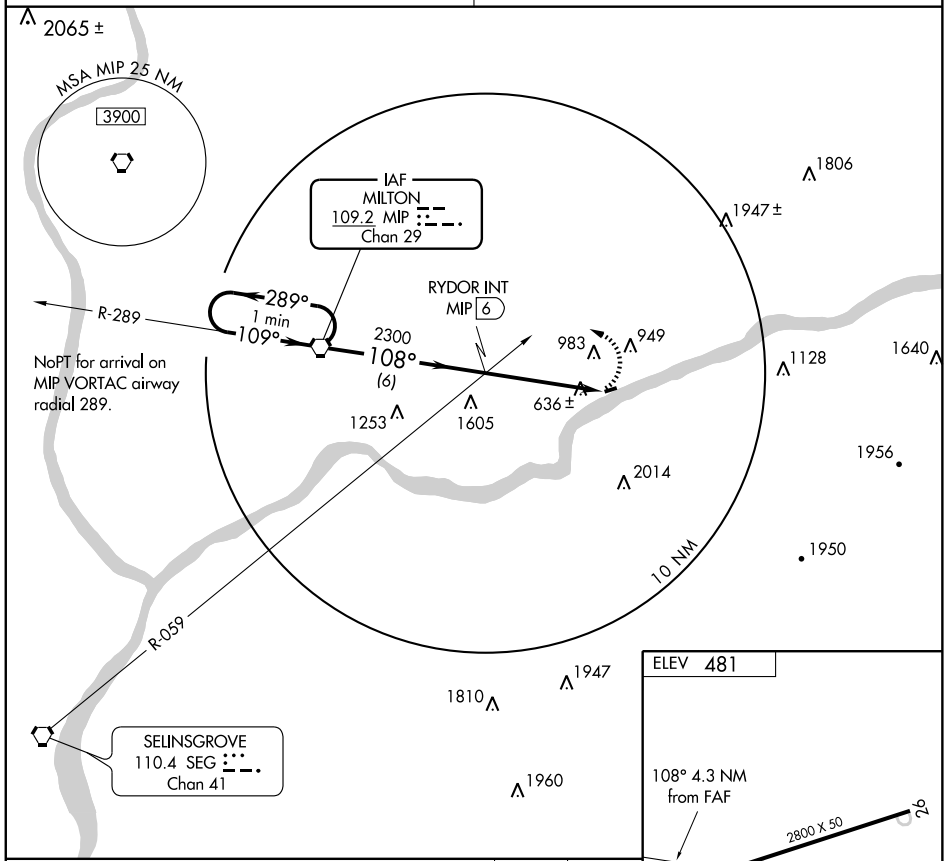
NA

Use Williamsport altimeter setting.

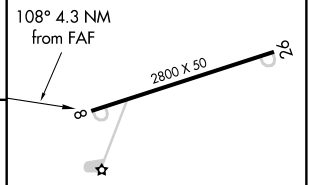
MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

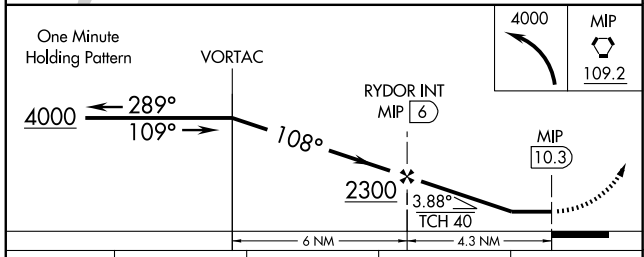
WILKES-BARRE APP CON
**126.3 256.7**

UNICOM
**122.8** (CTAF)




ELEV 481




LIRL Rwy 8-26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1¼<br>1459 (1500-1¼) | 1940-1½<br>1459 (1500-1½) | NA | |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| LOC I-BFD | APP CRS | Rwy ldg | 6309 |
|---|---|---|---|
| 108.3 | 322° | TDZE | 2120 |
| | | Apt Elev | 2143 |

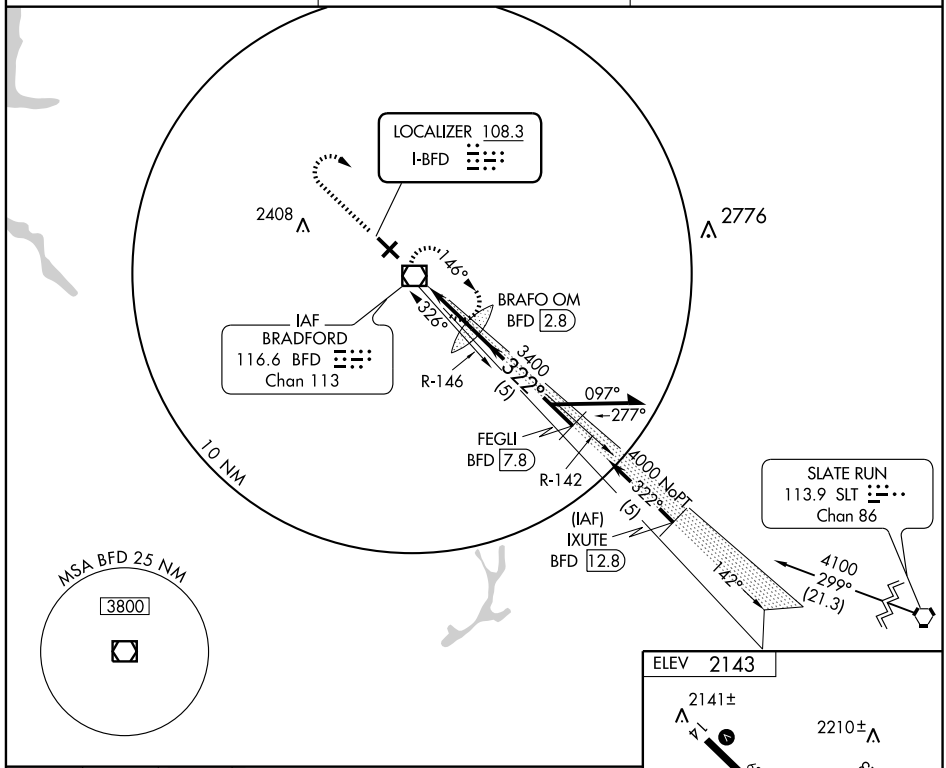
# ILS RWY 32
## BRADFORD RGNL (BFD)

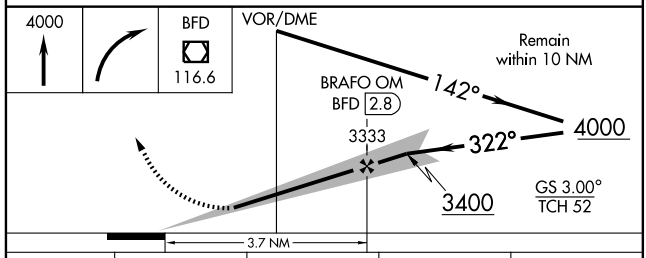
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile.

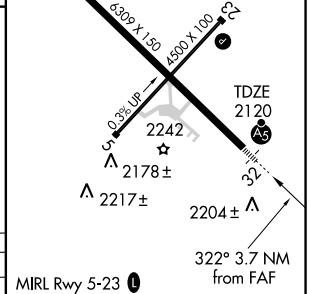
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 5, 14 and 23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 2320-½ 200 (200-½) | | | |
| S-LOC 32 | 2460-½ 340 (400-½) | | | 2460- ¾ 340 (400-¾) |
| CIRCLING | 2620-1 477 (500-1) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 6309 |
|---|---|---|
| 322° | TDZE | 2120 |
| | Apt Elev | 2143 |

# RNAV (GPS) RWY 32
## BRADFORD RGNL (BFD)

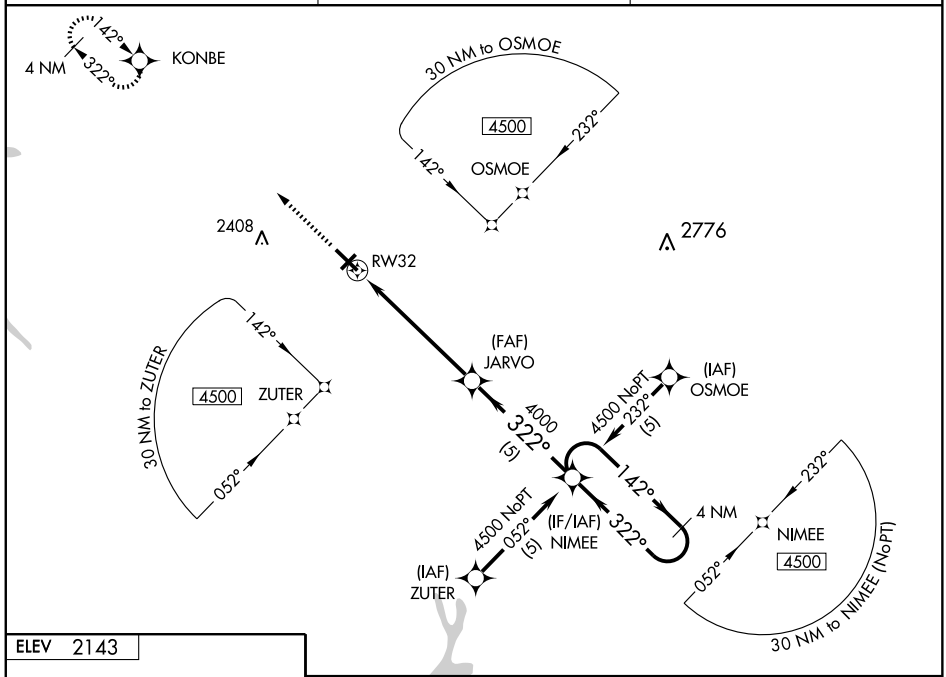
T
NA
W

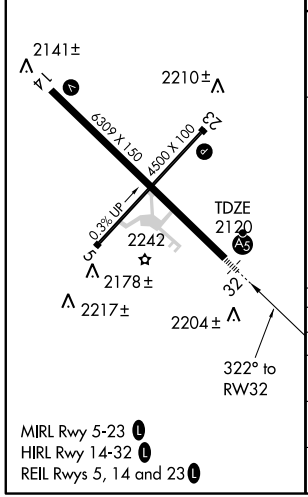
BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ .

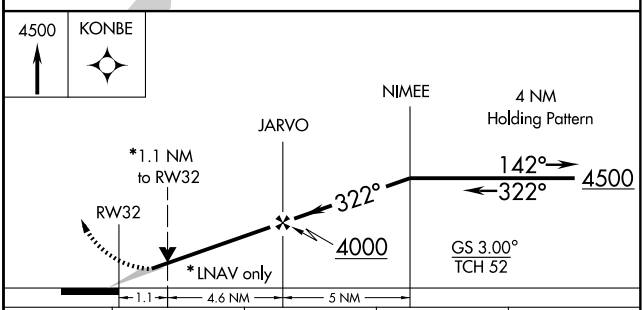
MALSR A5

MISSED APPROACH: Climb to 4500 direct KONBE WP and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2460-¾ 340 (400-¾) | | | |
| LNAV MDA | 2500-½ 380 (400-½) | | | 2500-1 380 (400-1) |
| CIRCLING | 2620-1¼ 477 (500-1¼) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 6309 |
|---|---|---|
| 142° | TDZE | 2118 |
| | Apt Elev | 2143 |

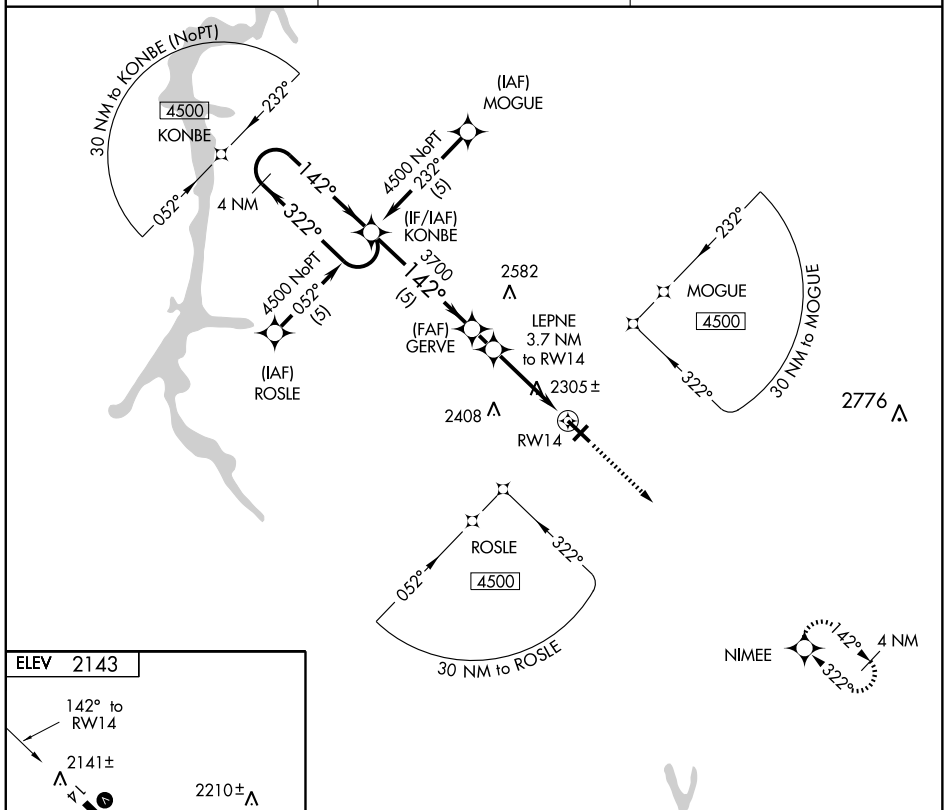
# RNAV (GPS) Y RWY 14
## BRADFORD RGNL (BFD)

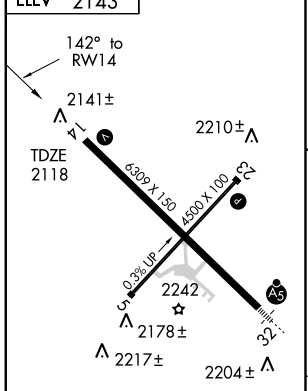
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

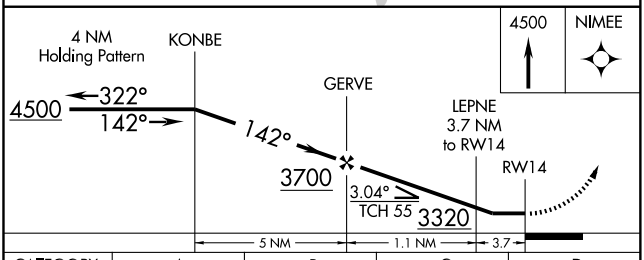
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2560-1 442 (500-1) | | 2560-1¼ 442 (500-1¼) | 2560-1½ 442 (500-1½) |
| CIRCLING | 2620-1 477 (500-1) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 6309 |
|---|---|---|
| 142° | TDZE | 2118 |
| | Apt Elev | 2143 |

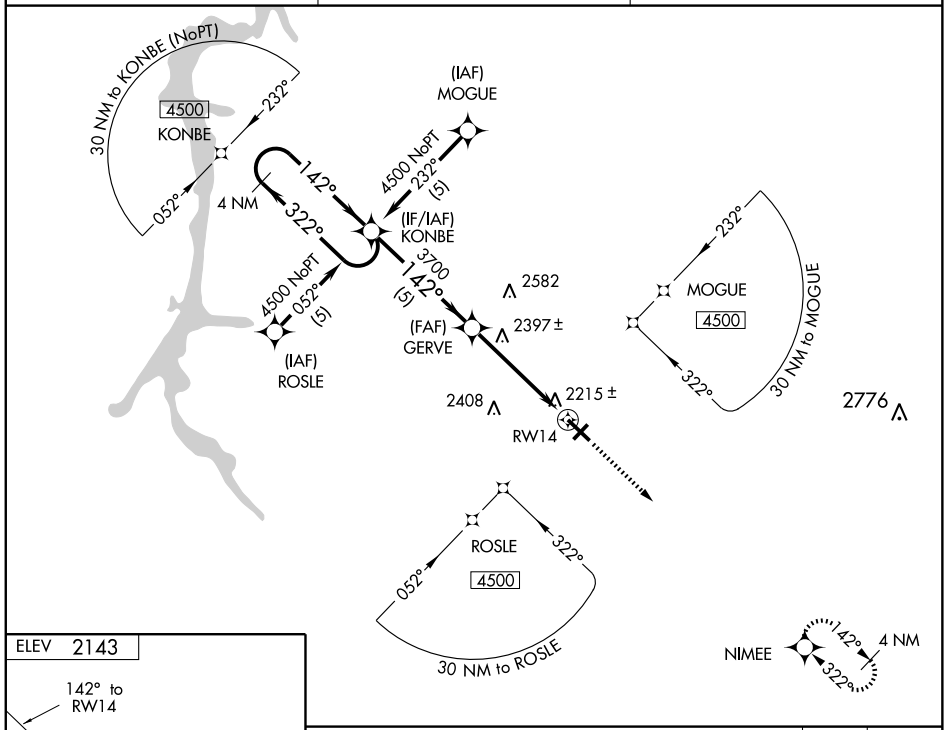
# RNAV (GPS) Z RWY 14
## BRADFORD RGNL (BFD)

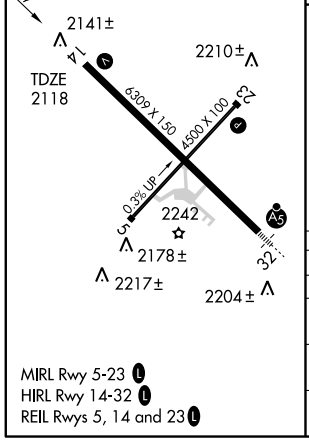
T
A NA
W

BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

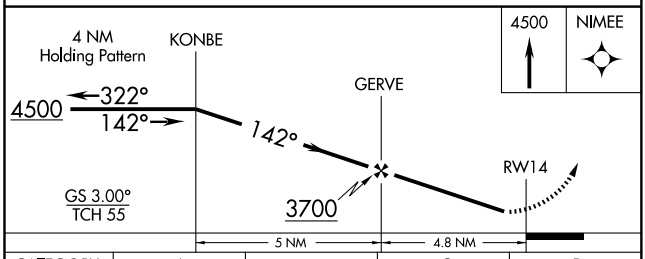
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



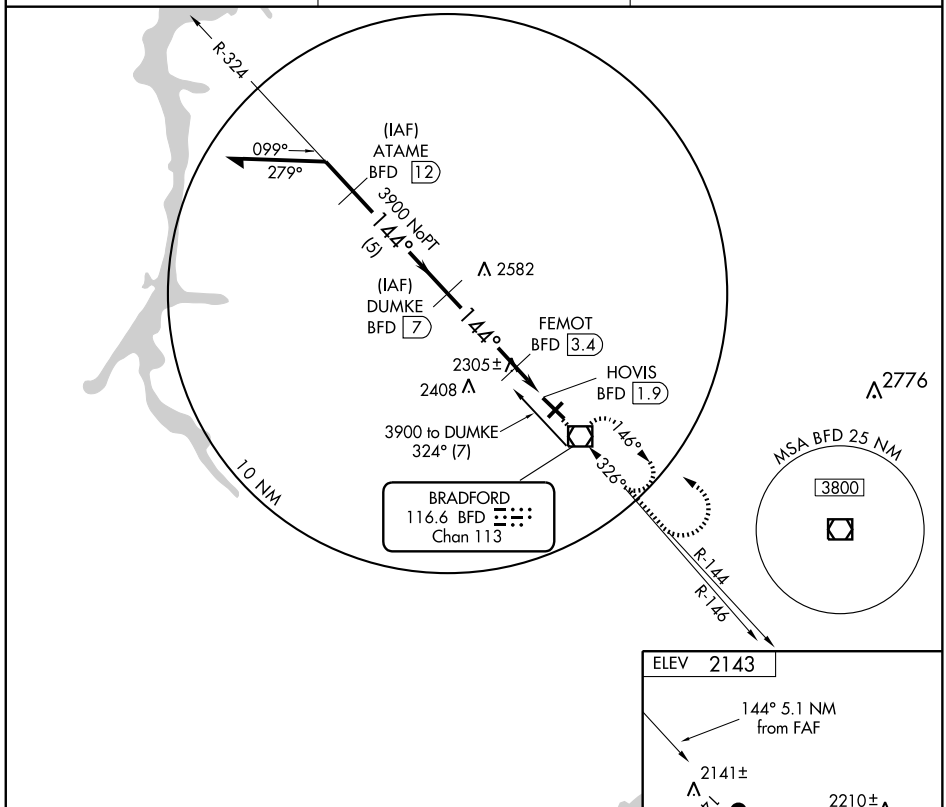

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2480-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 2660-1 542 (600-1) | | 2660-1½ 542 (600-1½) | 2660-1¾ 542 (600-1¾) |
| CIRCLING | 2660-1¼ 517 (600-1¼) | | 2660-1½ 517 (600-1½) | 2700-2 557 (600-2) |

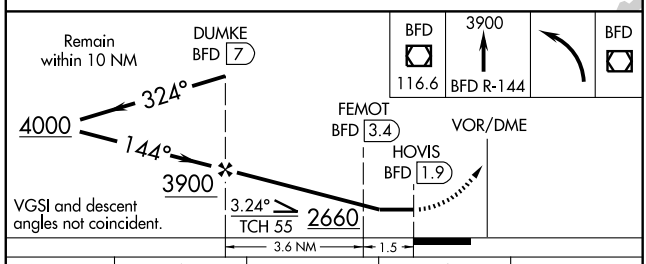
| VOR/DME BFD 116.6 Chan 113 | APP CRS 144° | Rwy ldg 6309 TDZE 2118 Apt Elev 2143 |
|---|---|---|

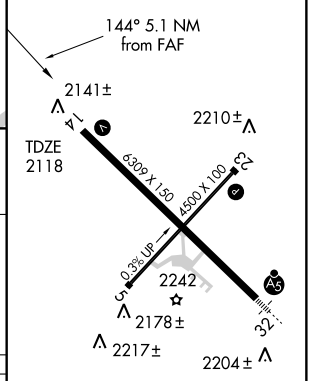
# VOR/DME RWY 14
## BRADFORD RGNL (BFD)

MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2560-1 442 (500-1) | | 2560-1¼ 442 (500-1¼) | 2560-1½ 442 (500-1½) |
| CIRCLING | 2620-1 477 (500-1) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |

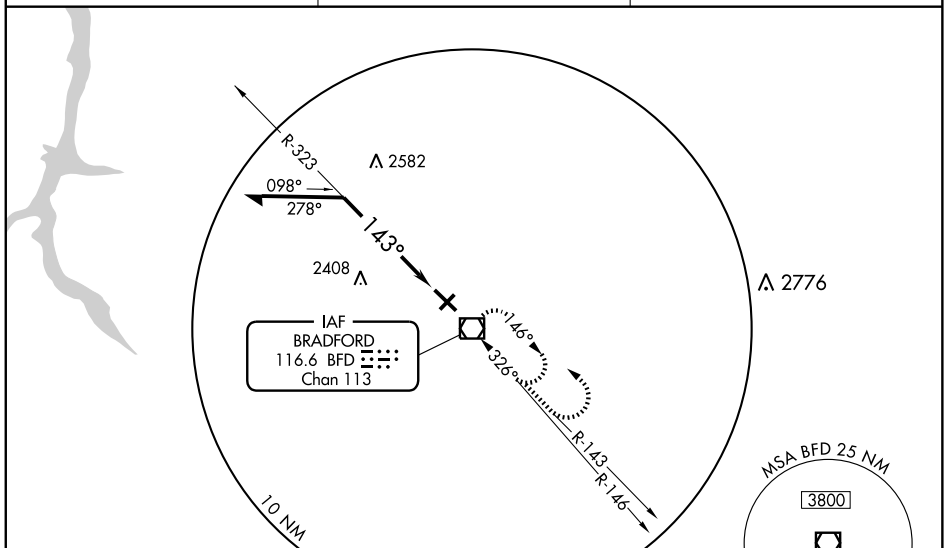
NE-4. 14 JAN 2010 to 11 FEB 2010

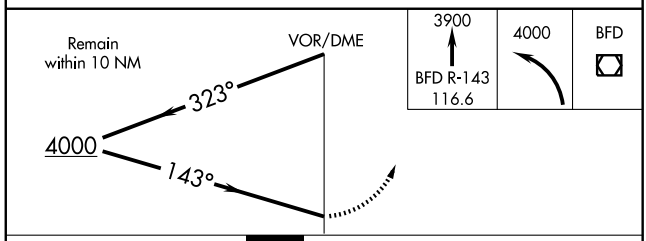
| VOR/DME BFD 116.6 Chan 113 | APP CRS 143° | Rwy ldg 6309 TDZE 2118 Apt Elev 2143 |
|---|---|---|

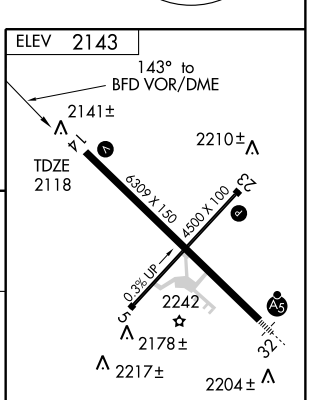
# VOR RWY 14
## BRADFORD RGNL (BFD)

MISSED APPROACH: Climb to 3900 on R-143, then climbing left turn to 4000 direct BFD VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2940-1<br>822 (800-1) | 2940-1¼<br>822 (800-1¼) | 2940-2½<br>822 (800-2½) | 2940-2¾<br>822 (800-2¾) |
| CIRCLING | 2940-1<br>797 (800-1) | 2940-1¼<br>797 (800-1¼) | 2940-2½<br>797 (800-2½) | 2940-2¾<br>797 (800-2¾) |

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

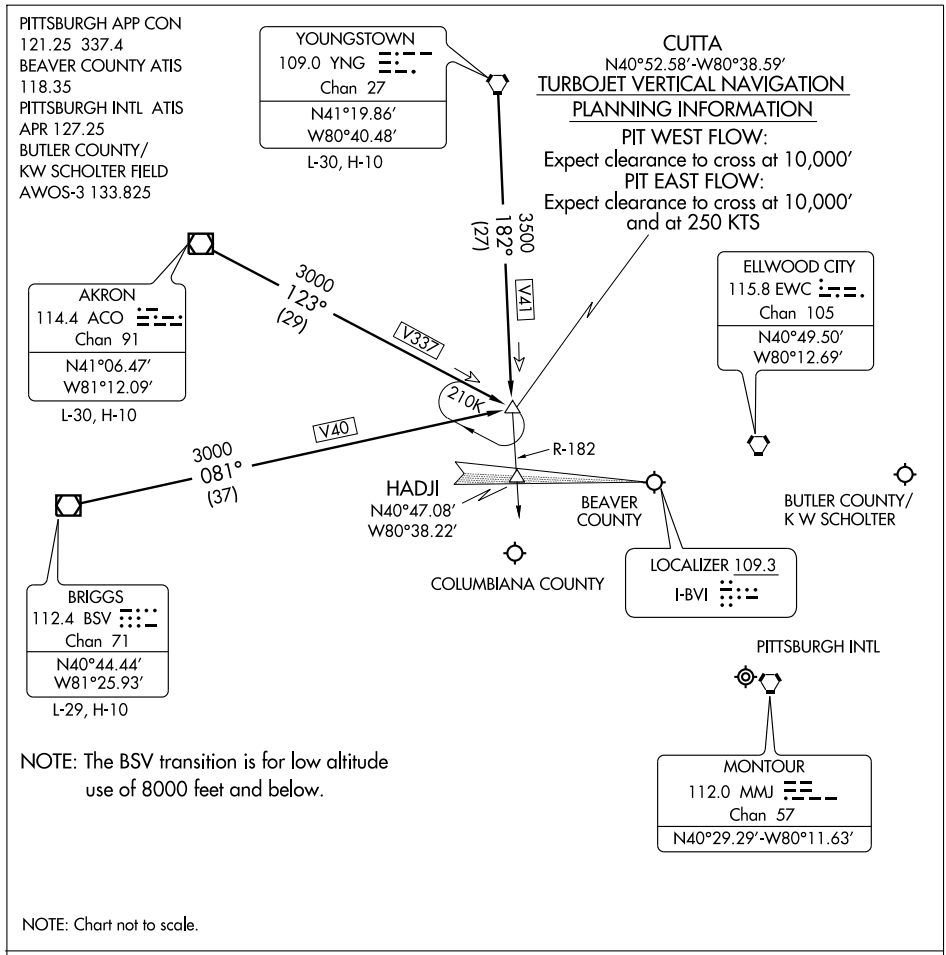
NE-4. 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

# CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA




AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

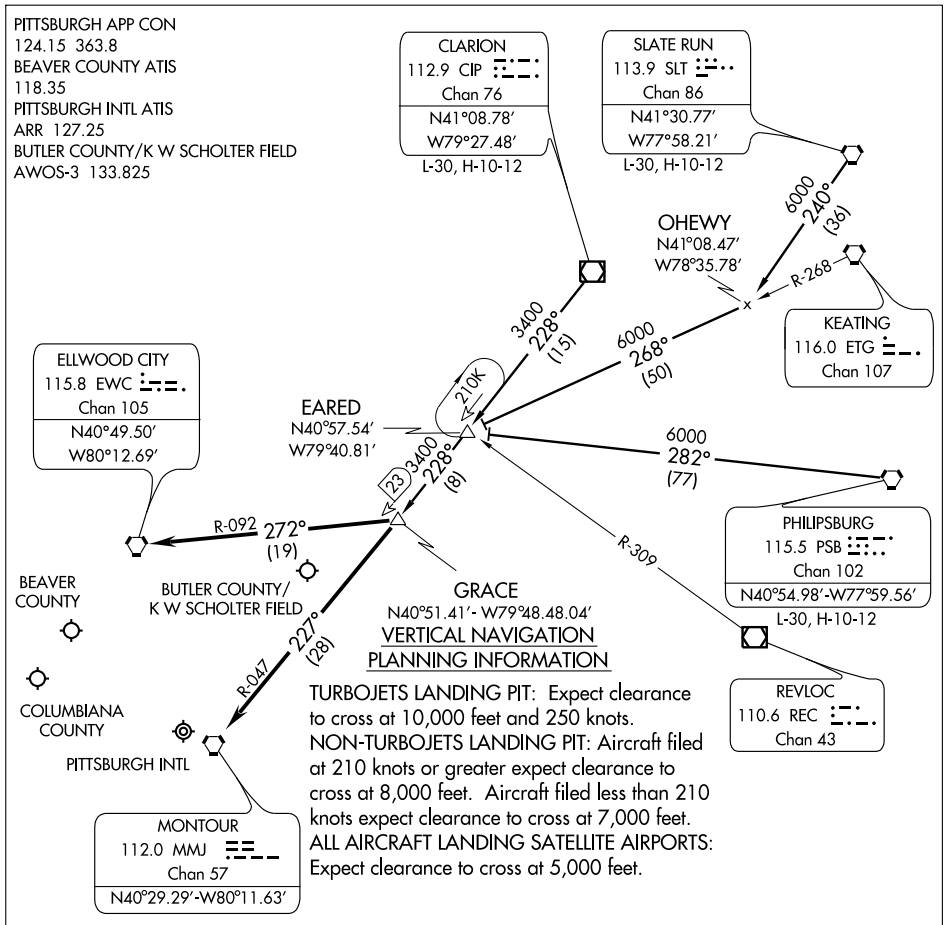
(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 14 JAN 2010 to 11 FEB 2010

# GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA




VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

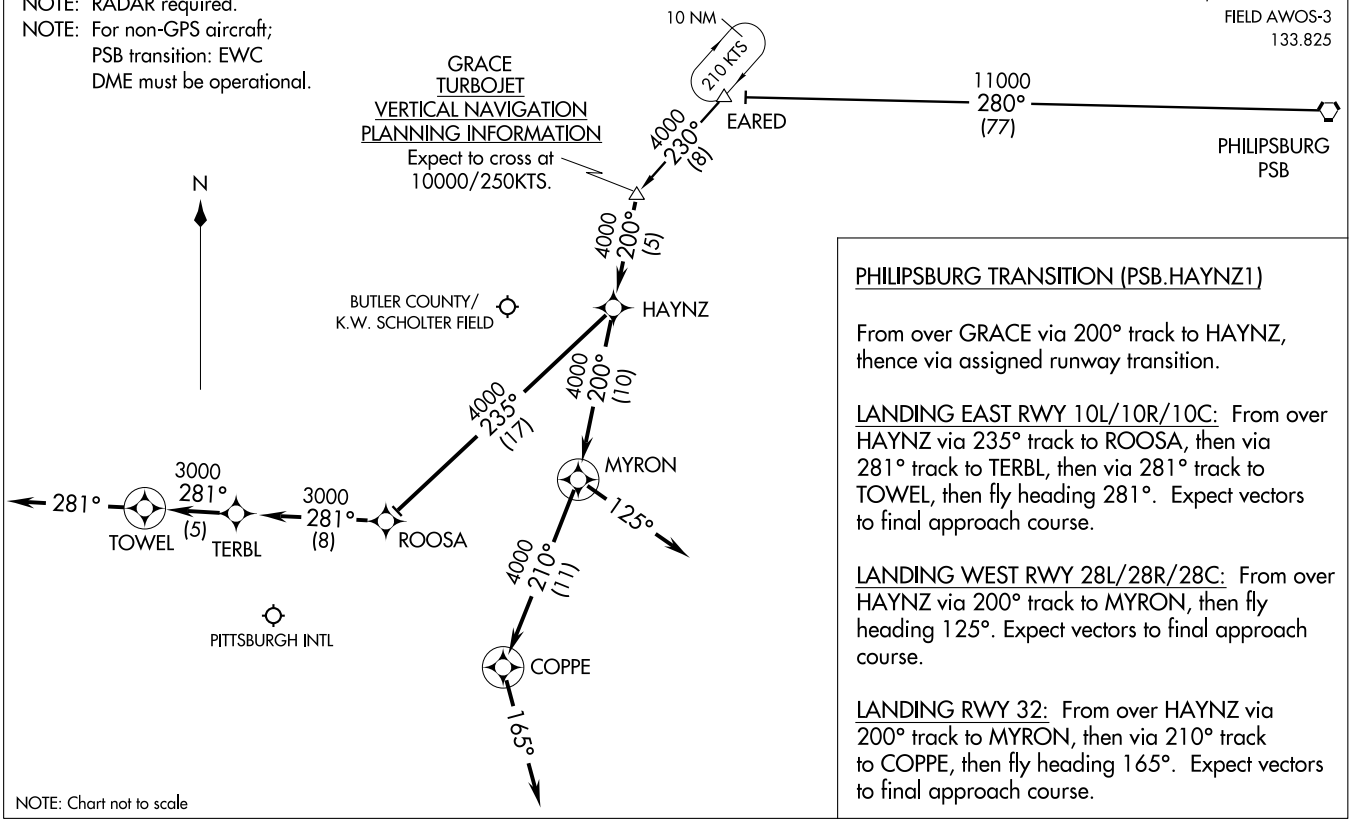
SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS aircraft; PSB transition: EWC DME must be operational.

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER FIELD AWOS-3
133.825




PHILIPSBURG TRANSITION (PSB.HAYNZ1)

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

NOTE: Chart not to scale

| LOC I-BTP | APP CRS | Rwy ldg | 4801 |
|---|---|---|---|
| 111.5 | 080° | TDZE | 1246 |
| | | Apt Elev | 1248 |

# ILS or LOC RWY 8

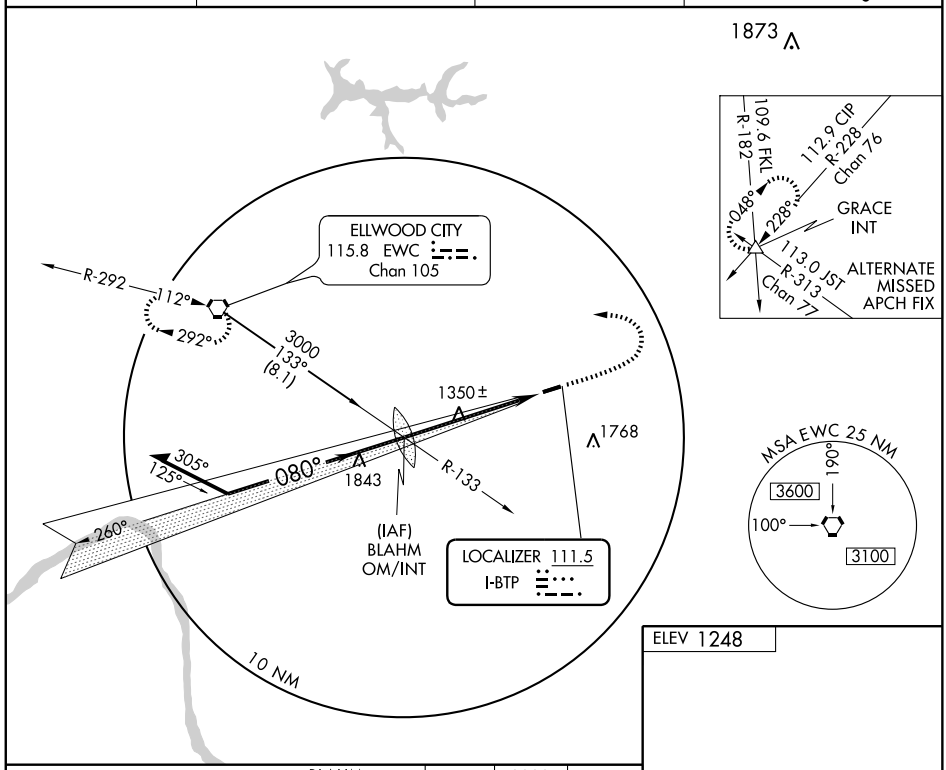
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

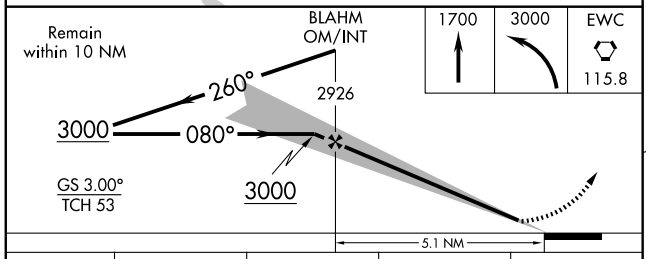
Visibility reduction by helicopters NA. Inoperative table does not apply. For inoperative MALSR, increase S-LOC-8 CAT D visibility to 1¼ mile. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase DA to 1552 feet; increase all MDAs 60 feet.

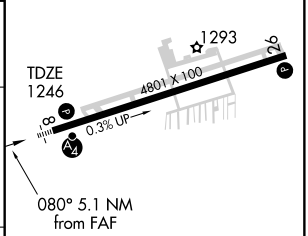
MALSF

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.825 | 124.75 338.2 | 128.7 | 122.8 (CTAF) L |



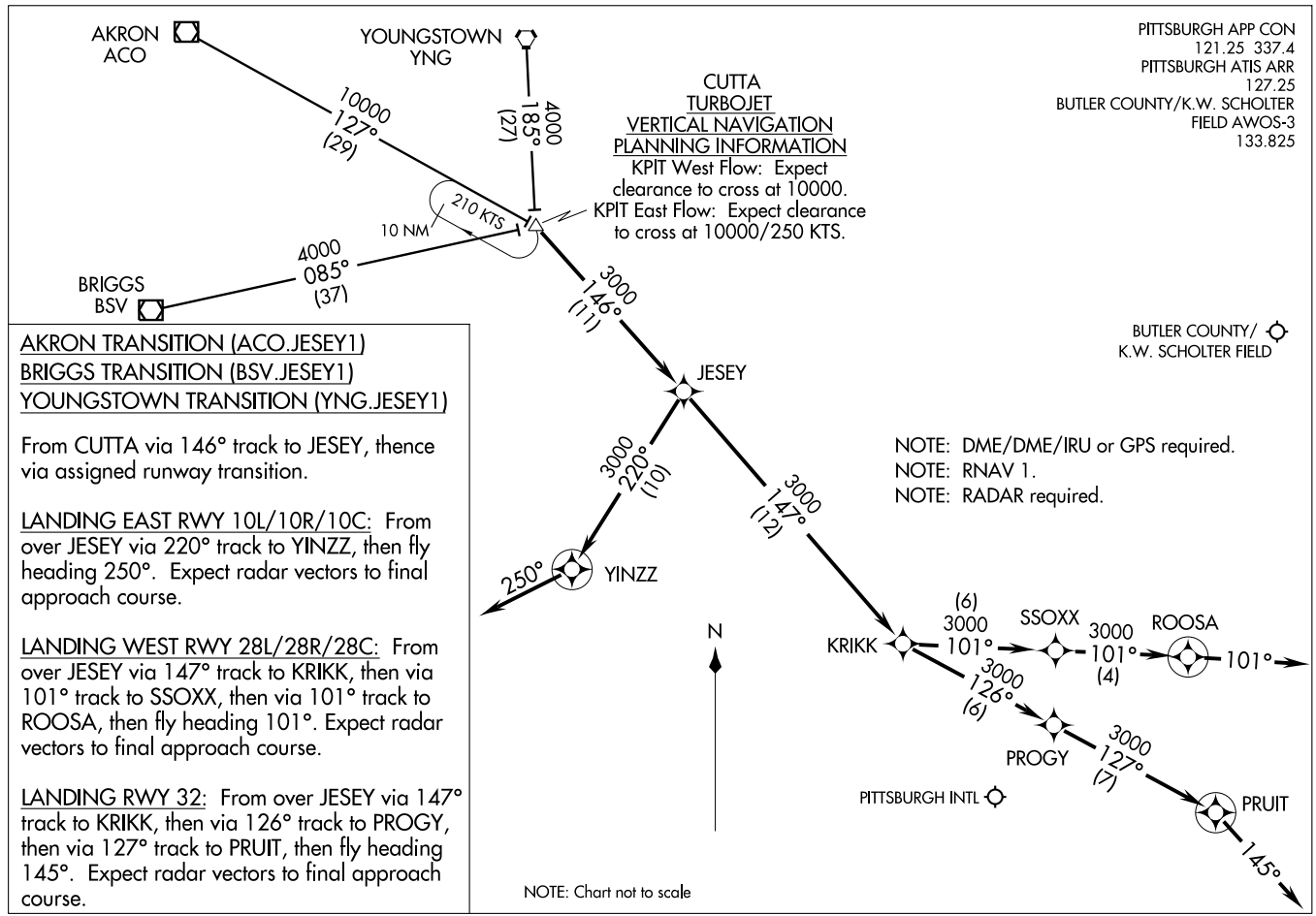




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 1496-1 250 (300-1) | | | |
| S-LOC 8 | 1600-1 354 (400-1) | | | 1600-1¼ 354 (400-1¼) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

REIL Rwy 26
HIRL Rwy 8-26 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-4. 14 JAN 2010 to 11 FEB 2010




AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

| WAAS CH 56502 W08A | APP CRS 080° | Rwy ldg 4801<br>TDZE 1246<br>Apt Elev 1248 |
|---|---|---|

# RNAV (GPS) RWY 8

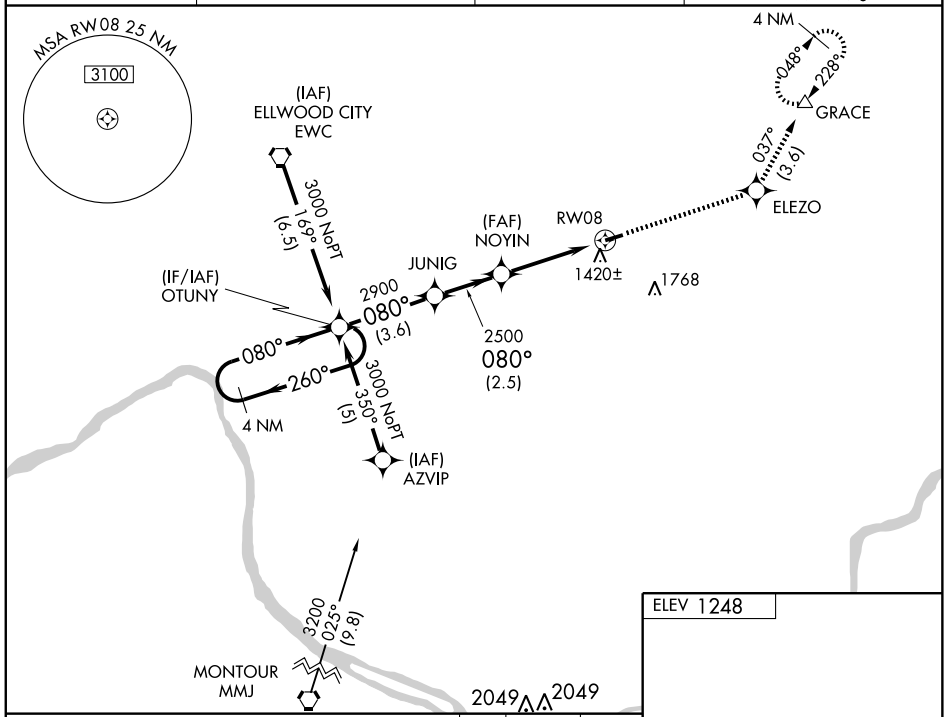
## BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

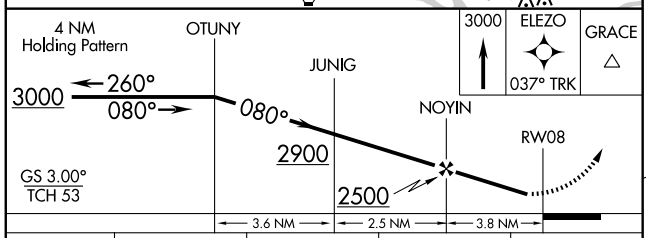
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

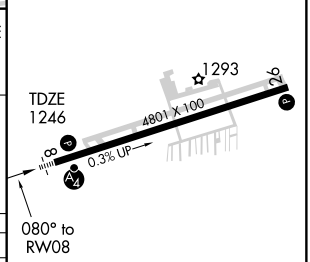
MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.825 | 124.75 338.2 | 128.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1547-1 301 (400-1) | | | |
| LNAV/VNAV DA | 1643-1½ 397 (400-1½) | | | |
| LNAV MDA | 1680-1 434 (500-1) | | 1680-1¼ 434 (500-1¼) | 1680-1½ 434 (500-1½) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

REIL Rwy 26
HIRL Rwy 8-26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4801 |
|---|---|---|
| 260° | TDZE | 1248 |
| | Apt Elev | 1248 |

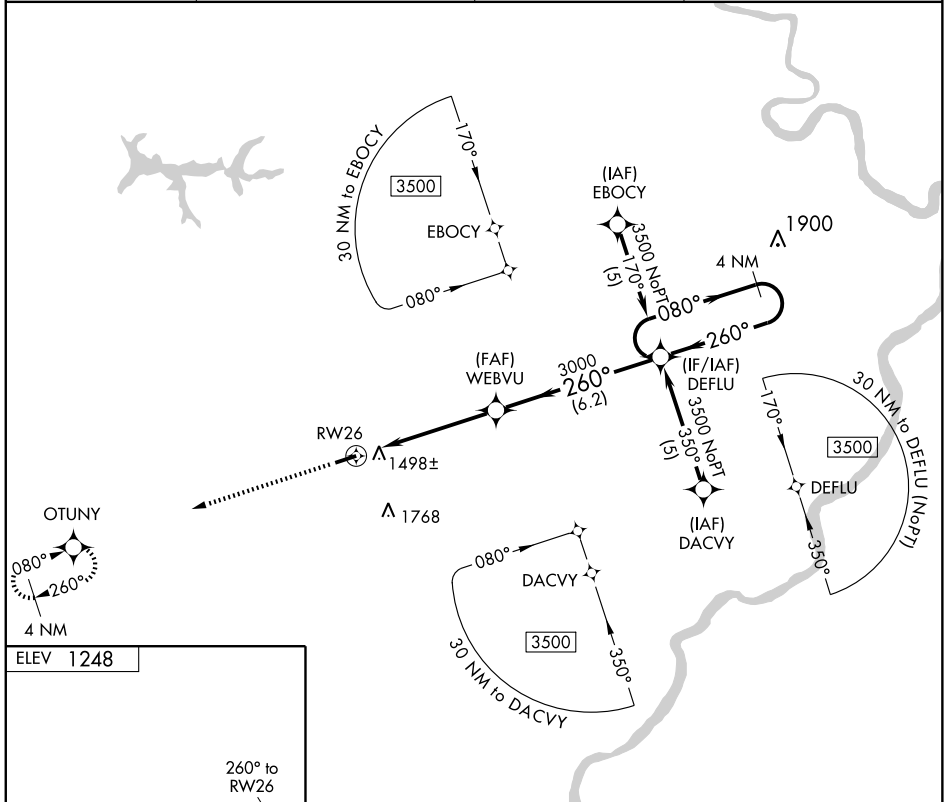
# RNAV (GPS) RWY 26

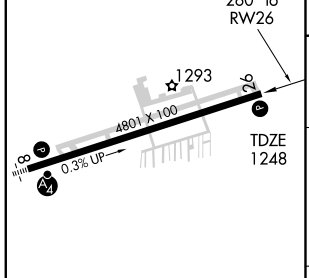
## BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

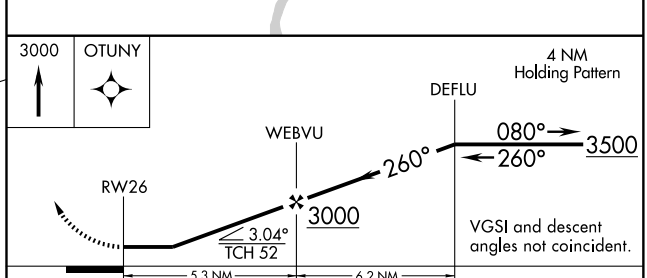
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OTUNY and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.825 | 124.75 338.2 | 128.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 512 (600-1) | | 1760-1½ 512 (600-1½) | 1760-1¾ 512 (600-1¾) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

REIL Rwy 26
HIRL Rwy 8-26 L

| LOM CX 219 | APP CRS 285° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 510 |
|---|---|---|

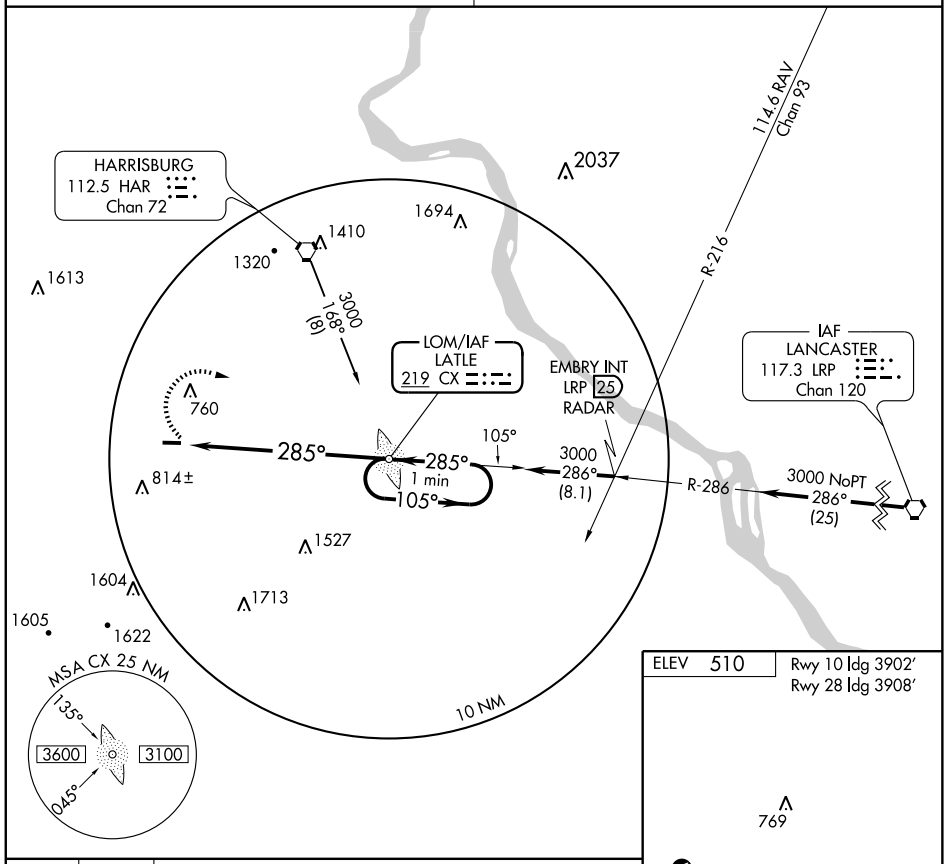
# NDB-B
## CARLISLE (N94)

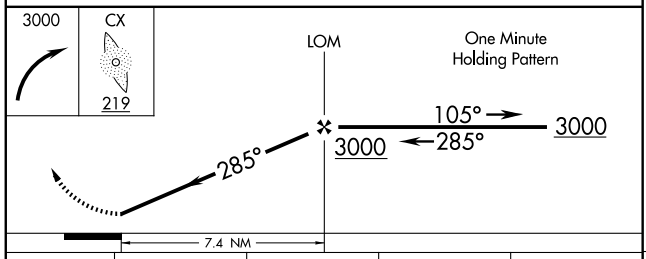
T
A NA

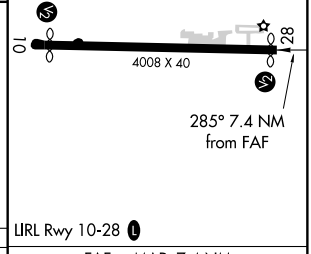
Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

| HARRISBURG APP CON | UNICOM |
|---|---|
| **124.1 273.525** | **122.8** (CTAF) L |




LIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1<br>750 (800-1) | 1260-1¼<br>750 (800-1¼) | 1260-2¼<br>750 (800-2¼) | NA |

| FAF to MAP 7.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC HAR 112.5 Chan 72 | APP CRS 225° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 510 |
|---|---|---|

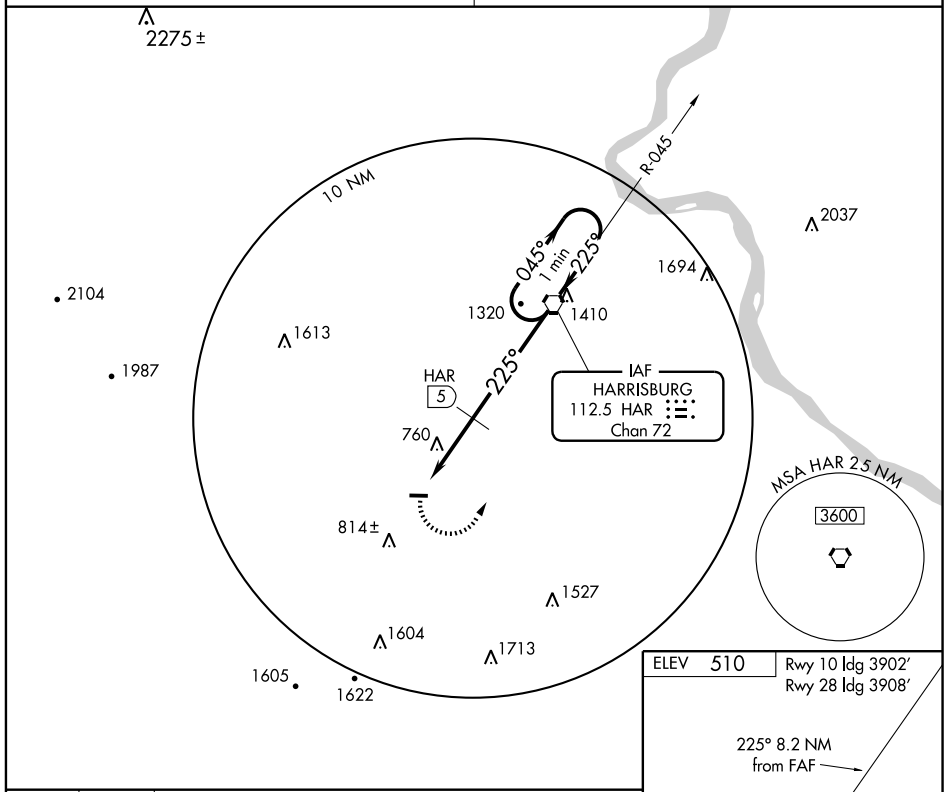
# VOR-A
## CARLISLE (N94)

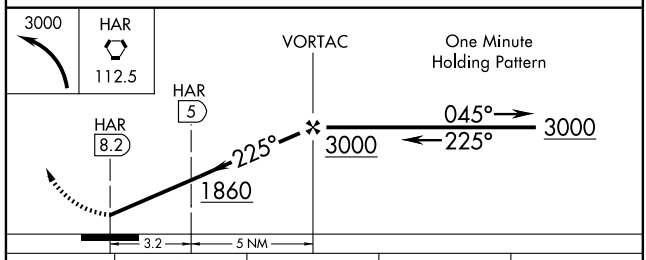
T
A NA

Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

| HARRISBURG APP CON | UNICOM |
|---|---|
| 124.1 273.525 | 122.8 (CTAF) L |

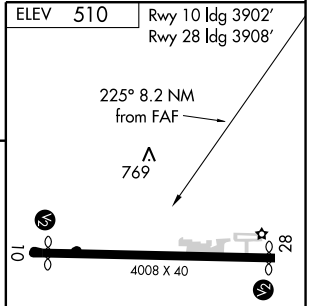



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1860-1¼<br>1350 (1400-1¼) | 1860-1½<br>1350 (1400-1½) | 1860-3<br>1350 (1400-3) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 1200-1 690 (700-1) | | 1200-2<br>690 (700-2) | NA |

ELEV 510

Rwy 10 ldg 3902′
Rwy 28 ldg 3908′




LIRL Rwy 10-28 L

| FAF to MAP 8.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |

| APP CRS | Rwy ldg | 3300 |
|---|---|---|
| 059° | TDZE | 683 |
| | Apt Elev | 697 |

# RNAV (GPS) RWY 6

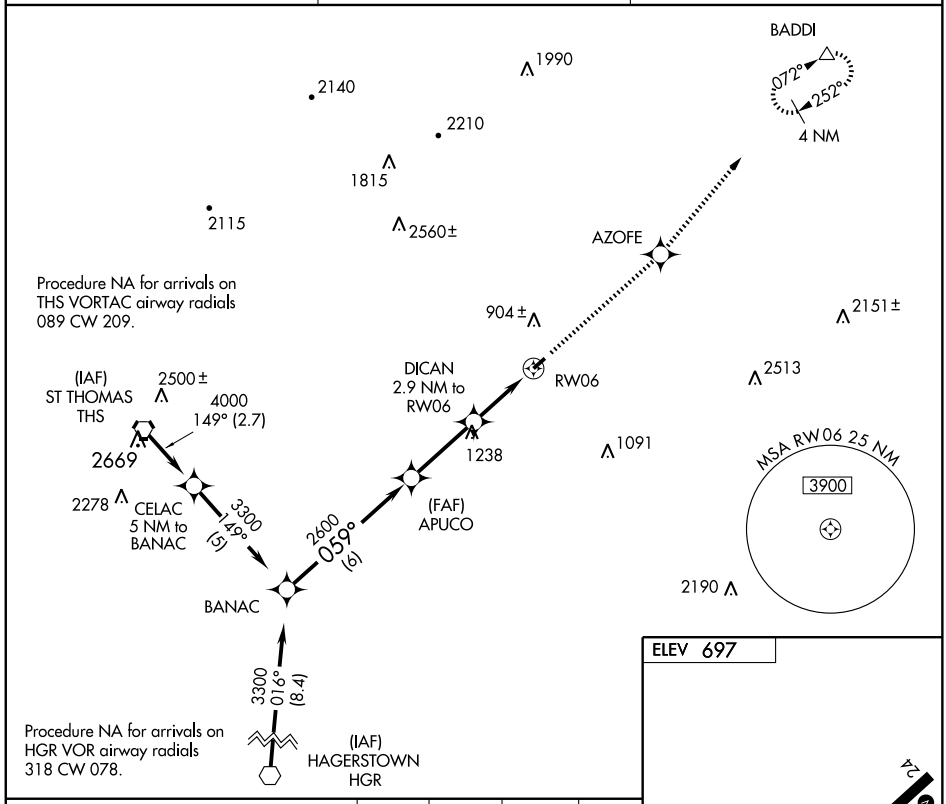
## CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

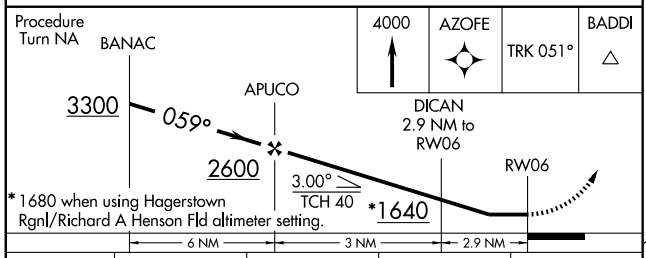
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

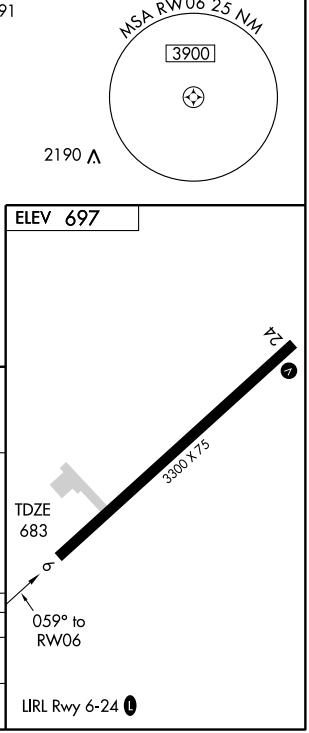
MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

| HAGERSTOWN ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 126.375 | 124.1 273.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 457 (500-1) | | 1140-1¼ 457 (500-1¼) | NA |
| CIRCLING | 1200-1 503 (600-1) | | 1200-1½ 503 (600-1½) | NA |




NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3300 |
|---|---|---|
| 239° | TDZE | 683 |
| | Apt Elev | 697 |

# RNAV (GPS) RWY 24

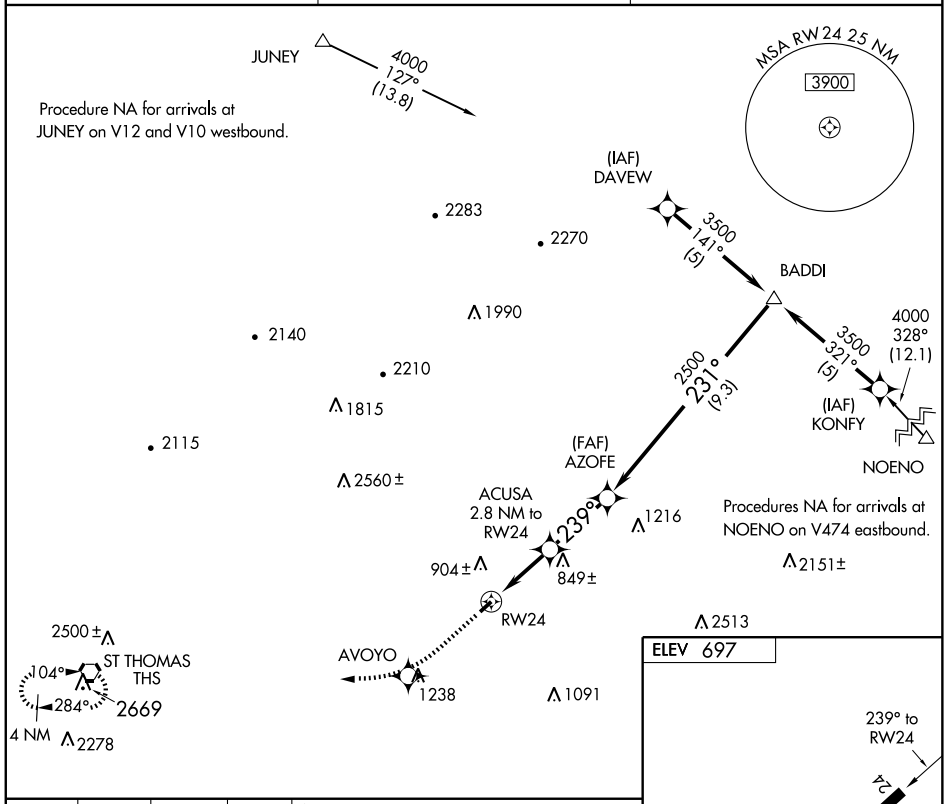
## CHAMBERSBURG/ FRANKLIN COUNTY RGNL (N68)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

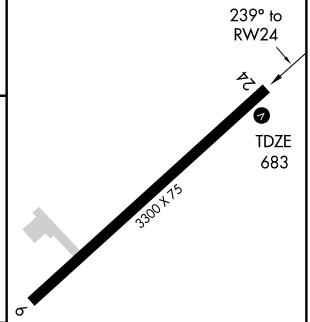
NA

MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

| HAGERSTOWN ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 126.375 | 124.1 273.525 | 122.8 (CTAF) L |

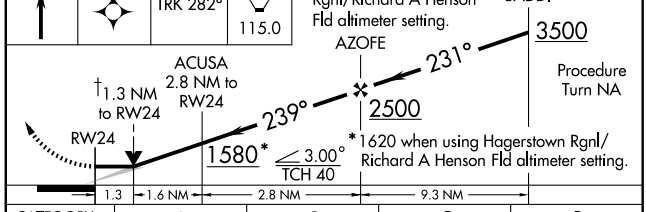



ELEV 697




| 4000 | AVOYO | TRK 282° | THS 115.0 |
|---|---|---|---|

† VDP NA with Hagerstown Rgnl/Richard A Henson Fld altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 437 (500-1) | | 1120-1¼ 437 (500-1¼) | NA |
| CIRCLING | 1200-1 503 (600-1) | | 1200-1½ 503 (600-1½) | NA |

LIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC THS | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.0 | 088° | TDZE | N/A |
| Chan 97 | | Apt Elev | 697 |

# VOR/DME-B

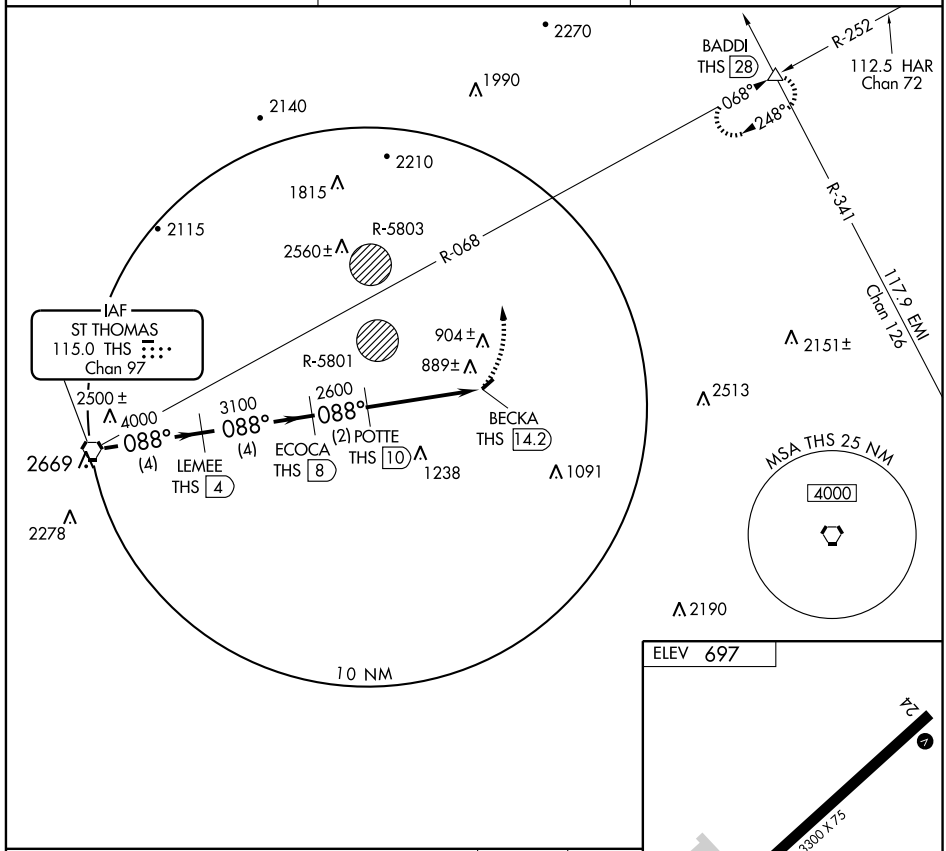
## CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
Procedure not authorized when R-5801 is in use.

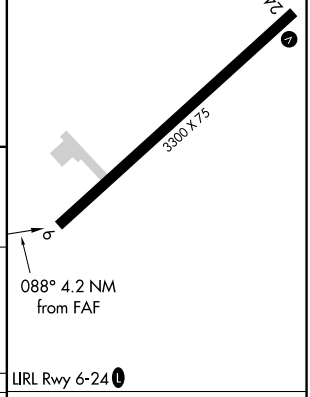
NA

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

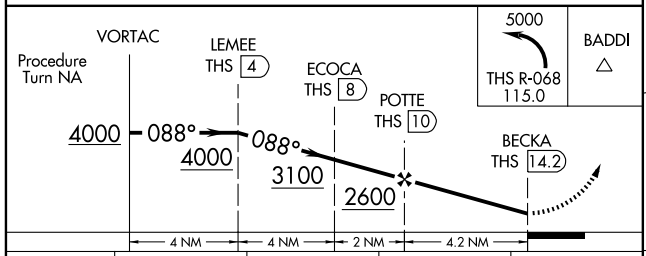
| HAGERSTOWN ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 126.375 | 124.1 273.525 | 122.8 (CTAF) L |




ELEV 697




LIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1 503 (600-1) | | 1200-1½ 503 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| WAAS CH 70606 W06A | APP CRS 055° | Rwy ldg 5003<br>TDZE 1451<br>Apt Elev 1458 |
|---|---|---|

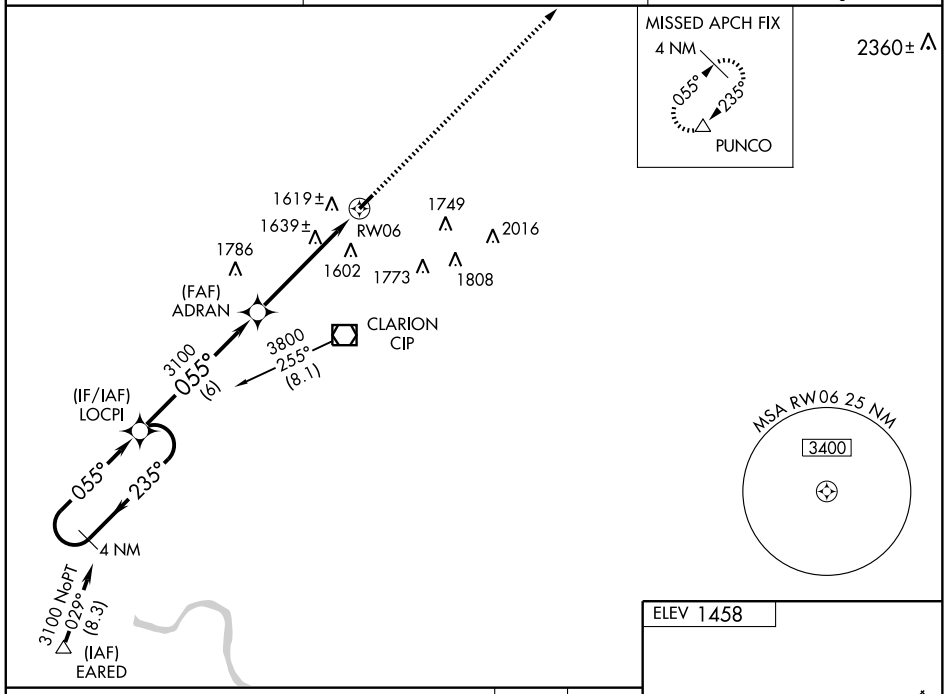
# RNAV (GPS) RWY 6
## CLARION COUNTY (AXQ)

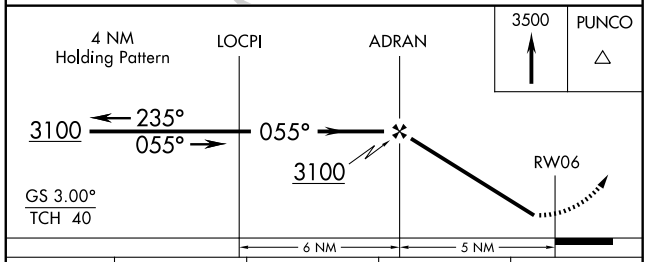
Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats Increase LNAV and Circling Cats C and D visibility ¼ mile.

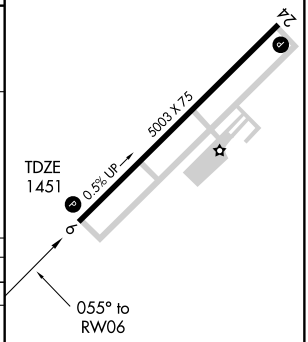
NA

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 126.72 291.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1701-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1985-2 534 (600-2) | | | |
| LNAV MDA | 1920-1 469 (500-1) | | 1920-1¼ 469 (500-1¼) | 1920-1½ 469 (500-1½) |
| CIRCLING | 1980-1 522 (600-1) | | 1980-1½ 522 (600-1½) | 2060-2 602 (700-2) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

| APP CRS | Rwy ldg | 5003 |
|---|---|---|
| 235° | TDZE | 1458 |
| | Apt Elev | 1458 |

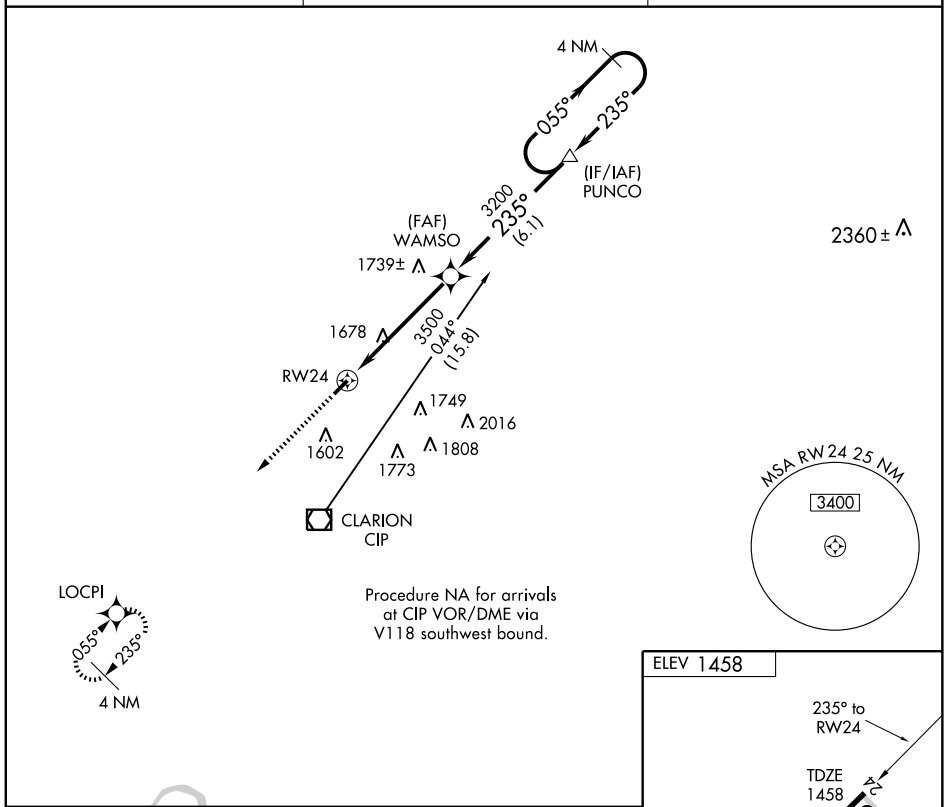
# RNAV (GPS) RWY 24
## CLARION COUNTY (AXQ)

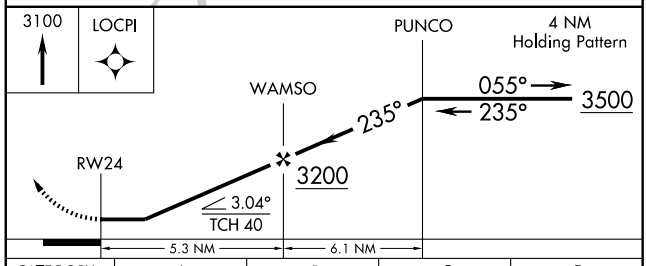
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and LNAV/Circling Cat C and D visibility ¼ mile.

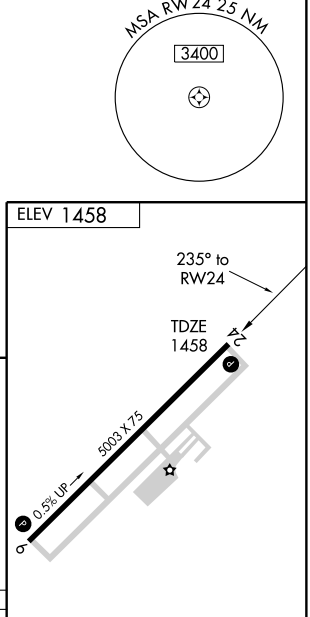
NA

MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 126.72 291.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1940-1 482 (500-1) | | 1940-1¼ 482 (500-1¼) | 1940-1½ 482 (500-1½) |
| CIRCLING | 1980-1 522 (600-1) | | 1980-1½ 522 (600-1½) | 2060-2 602 (700-2) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR/DME CIP 112.9 Chan 76 | APP CRS 015° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1458 |
|---|---|---|

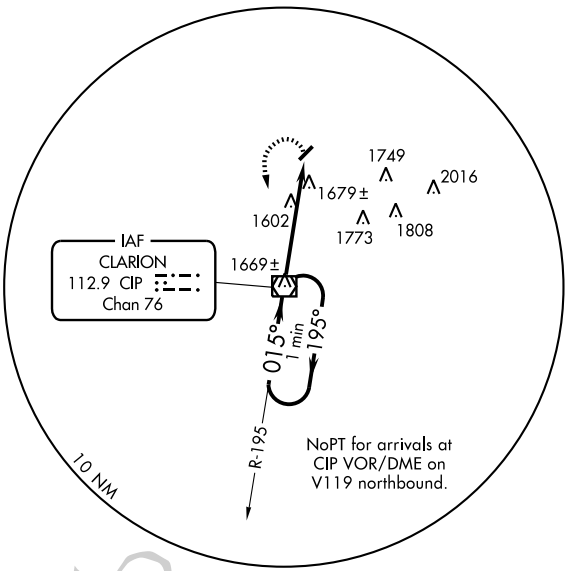
# VOR-A
## CLARION COUNTY (AXQ)

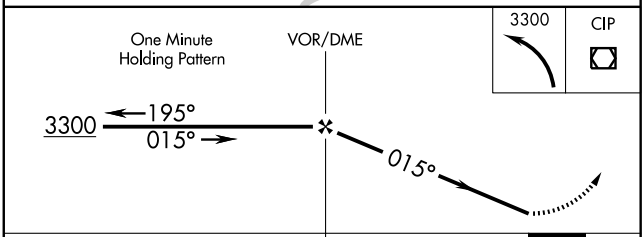
When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

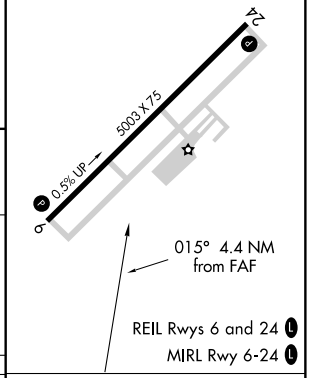
NA

MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 126.72 291.65 | 122.8 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2220-1<br>762 (800-1) | 2220-1¼<br>762 (800-1¼) | 2220-2¼<br>762 (800-2¼) | 2220-2½<br>762 (800-2½) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

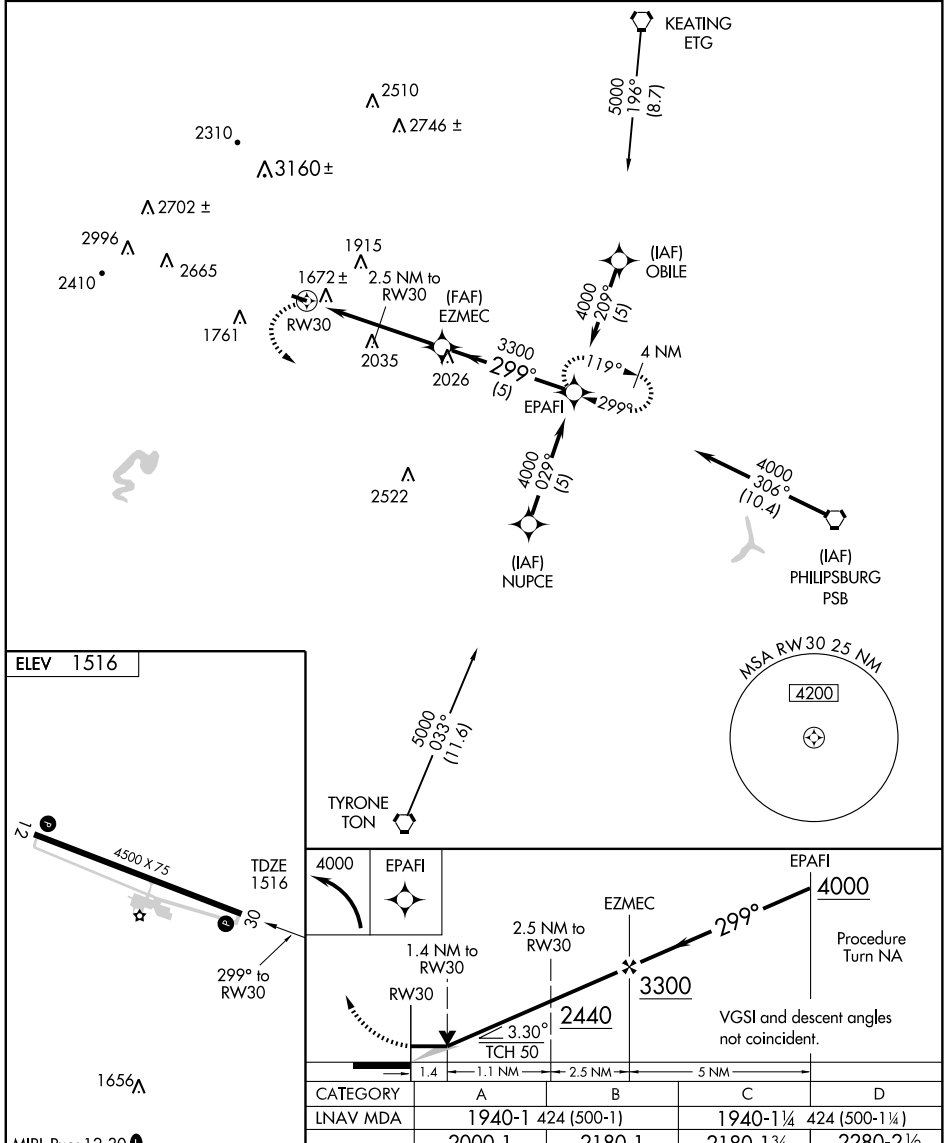
| APP CRS | Rwy ldg | 4500 |
|---|---|---|
| 299° | TDZE | 1516 |
| | Apt Elev | 1516 |

# RNAV (GPS) RWY 30
## CLEARFIELD-LAWRENCE (FIG)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.

| ASOS | NEW YORK CENTER | UNICOM |
|---|---|---|
| 119.275 | 134.8 338.3 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1940-1 424 (500-1) | | 1940-1¼ 424 (500-1¼) | |
| CIRCLING | 2000-1 484 (500-1) | 2180-1 664 (700-1) | 2180-1¾ 664 (700-1¾) | 2280-2½ 764 (800-2½) |

MIRL Rwy 12-30 L
REIL Rwy 30 L

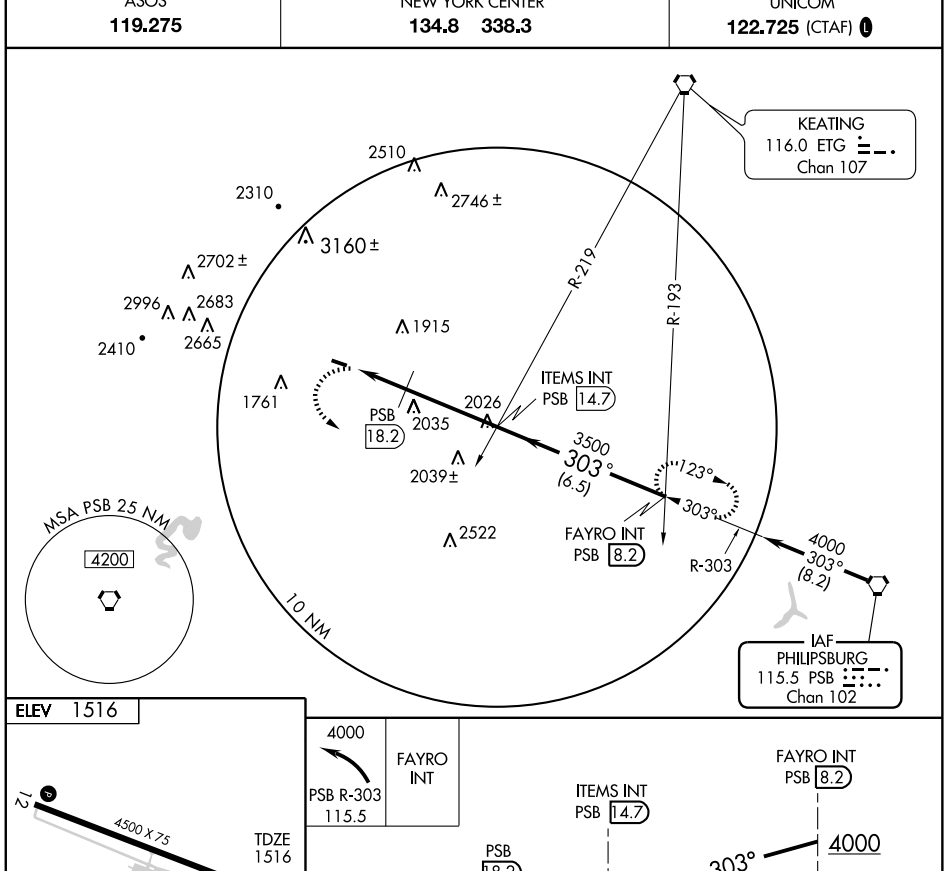
| VORTAC PSB 115.5 Chan 102 | APP CRS 303° | Rwy ldg 4500<br>TDZE 1516<br>Apt Elev 1516 |
|---|---|---|

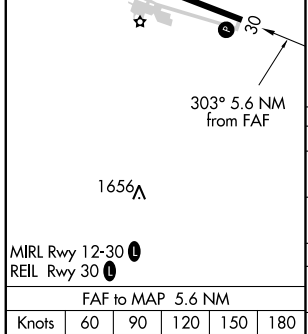
# VOR RWY 30
## CLEARFIELD-LAWRENCE (FIG)

NA

MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

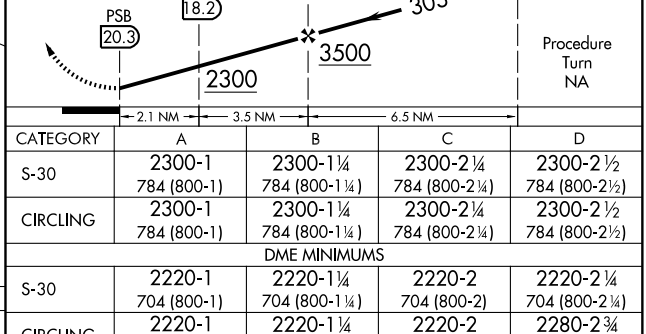
| ASOS | NEW YORK CENTER | UNICOM |
|---|---|---|
| 119.275 | 134.8 338.3 | 122.725 (CTAF) L |




MIRL Rwy 12-30 L
REIL Rwy 30 L

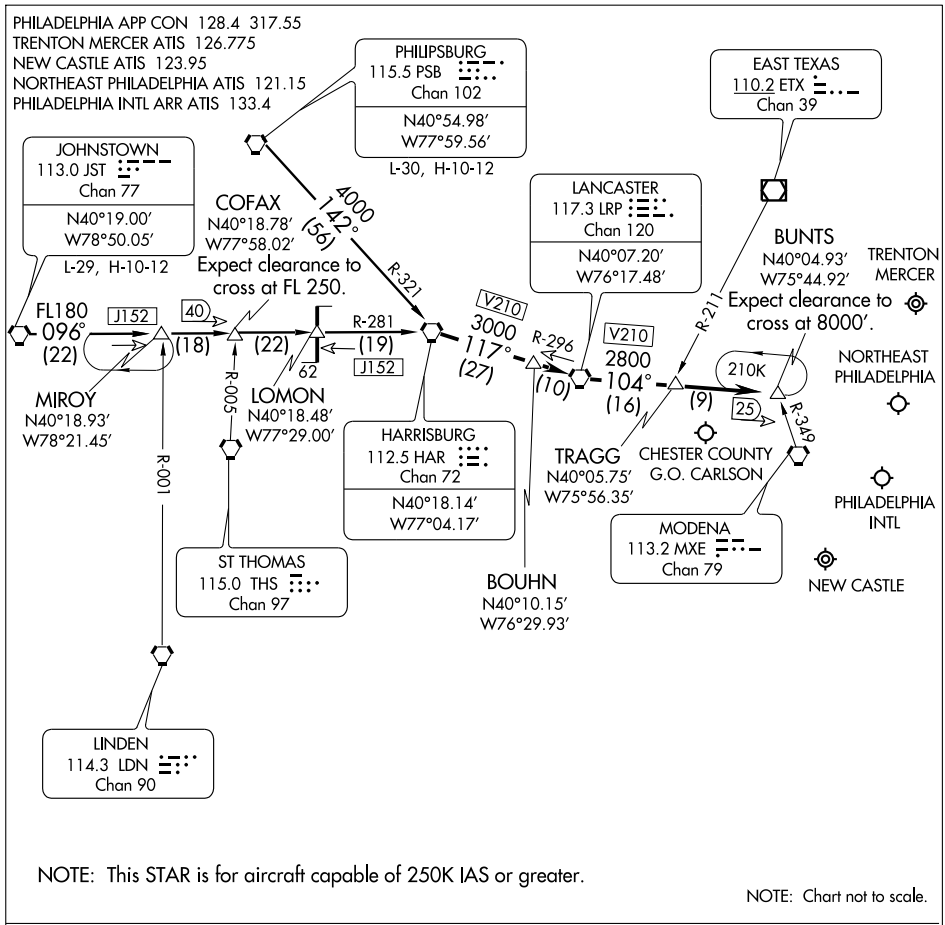
| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 2300-1<br>784 (800-1) | 2300-1¼<br>784 (800-1¼) | 2300-2¼<br>784 (800-2¼) | 2300-2½<br>784 (800-2½) |
| CIRCLING | 2300-1<br>784 (800-1) | 2300-1¼<br>784 (800-1¼) | 2300-2¼<br>784 (800-2¼) | 2300-2½<br>784 (800-2½) |
| DME MINIMUMS | | | | |
| S-30 | 2220-1<br>704 (800-1) | 2220-1¼<br>704 (800-1¼) | 2220-2<br>704 (800-2) | 2220-2¼<br>704 (800-2¼) |
| CIRCLING | 2220-1<br>704 (800-1) | 2220-1¼<br>704 (800-1¼) | 2220-2<br>704 (800-2) | 2280-2¾<br>764 (800-2¾) |

# BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA




NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

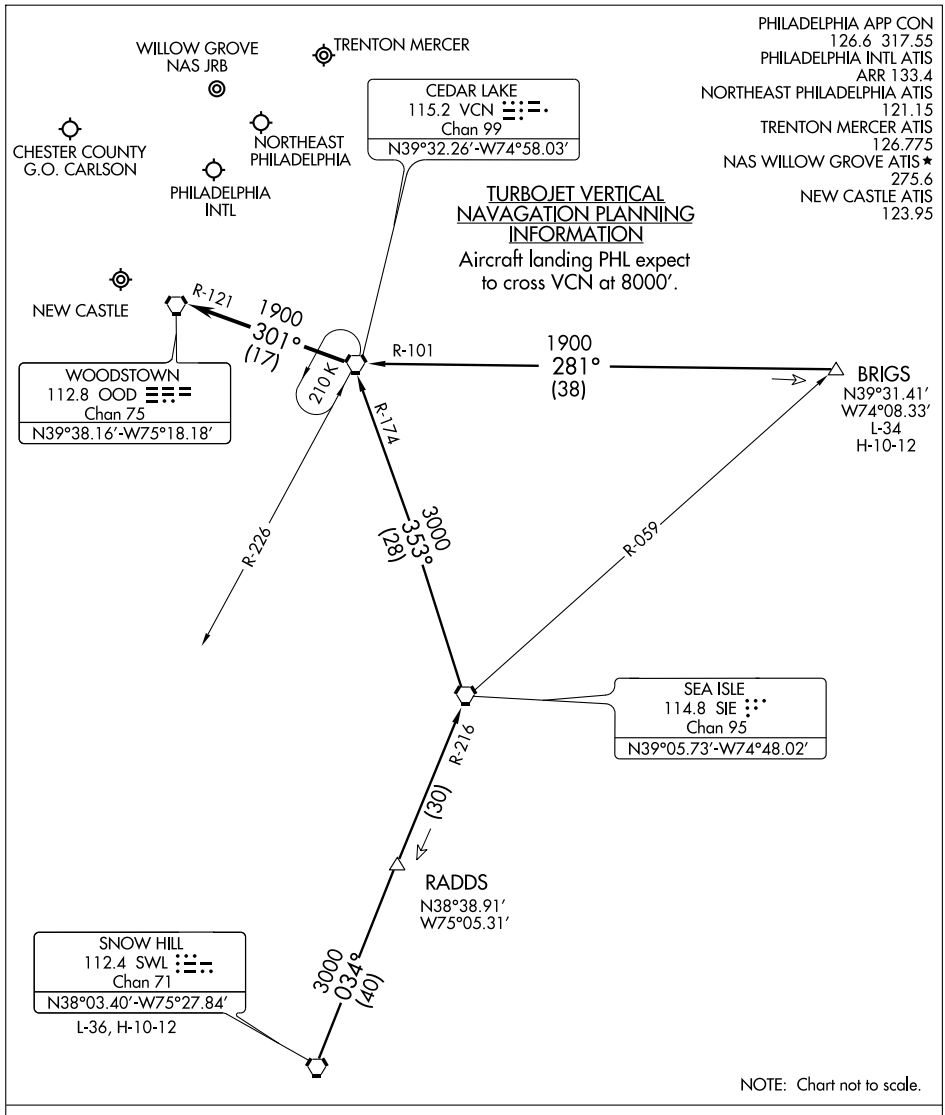
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA




BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

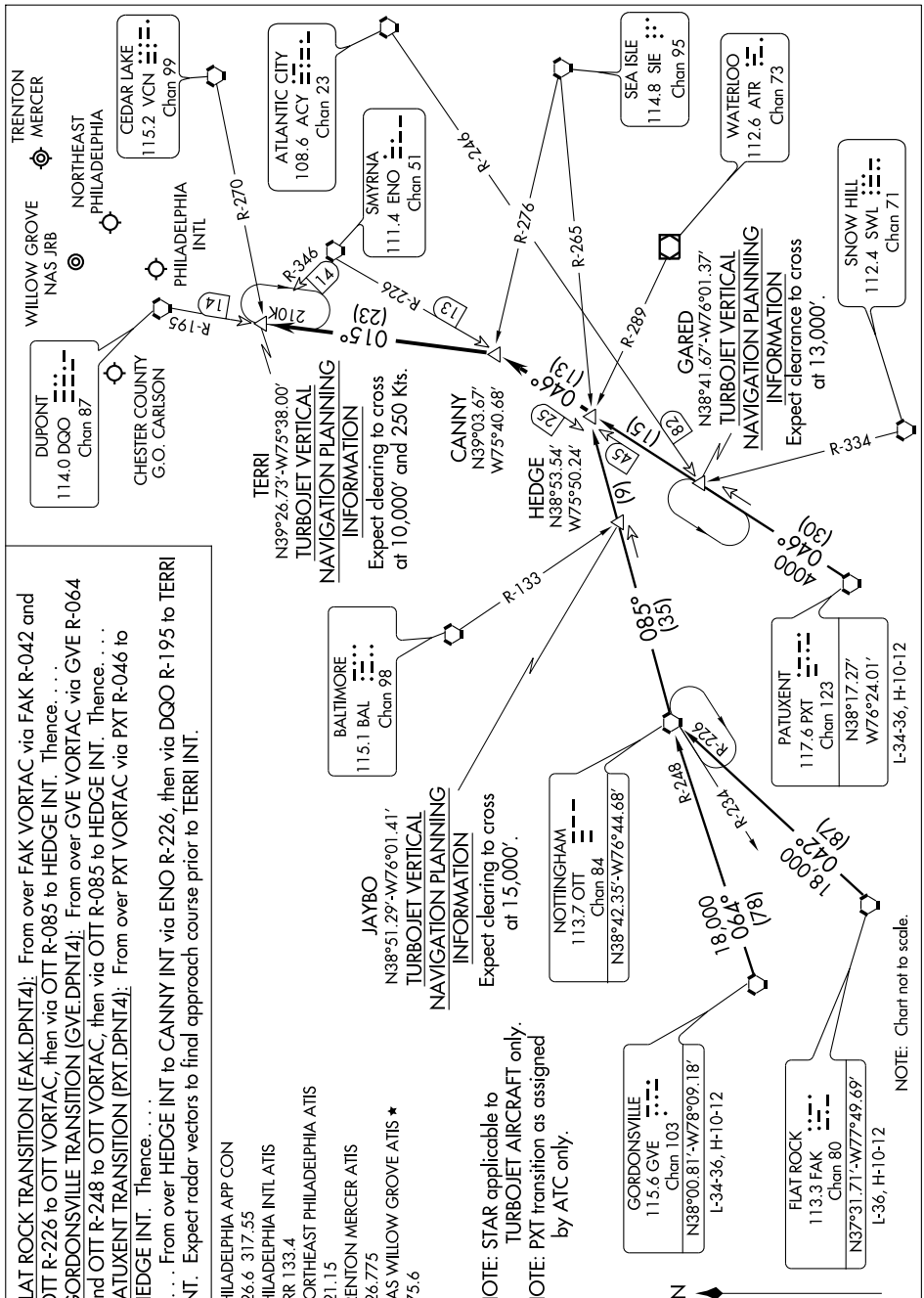
# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.



| LOC I-MQS | APP CRS | Rwy ldg | 5400 |
|---|---|---|---|
| 108.5 | 293° | TDZE | 660 |
| | | Apt Elev | 660 |

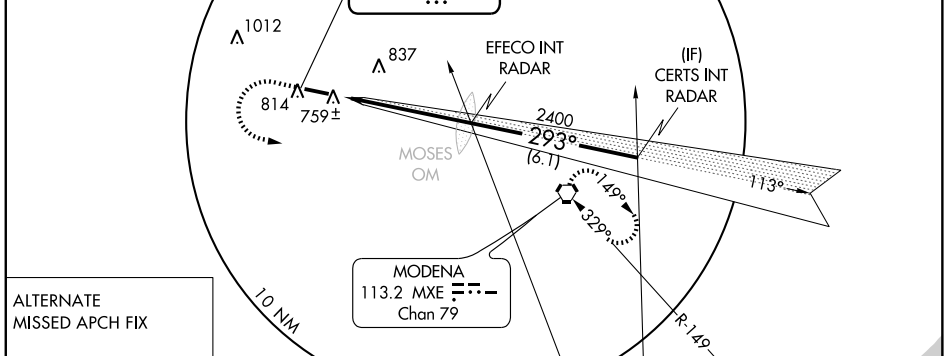
# ILS or LOC RWY 29

## COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

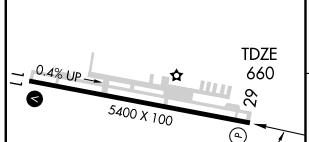
| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.25 | 124.35 319.15 | 125.6 | 122.7 (CTAF) L |




ALTERNATE
MISSED APCH FIX

DUPONT
114.0 DQO
Chan 87
233°
053°
R-233

ELEV 660

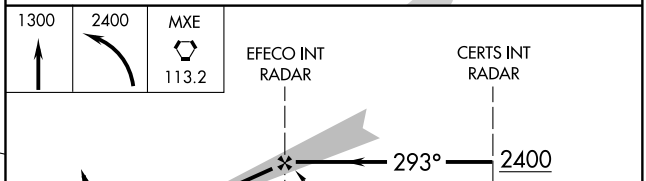



293° 5.2 NM
from FAF

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 919-1 259 (300-1) | | | |
| S-LOC 29 | 1040-1 380 (400-1) | | | 1040-1¼ 380 (400-1¼) |
| CIRCLING | 1120-1 460 (500-1) | | 1220-1½ 560 (600-1½) | 1240-2 580 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 63006 W11A | APP CRS 113° | Rwy ldg 5400<br>TDZE 644<br>Apt Elev 660 |
|---|---|---|

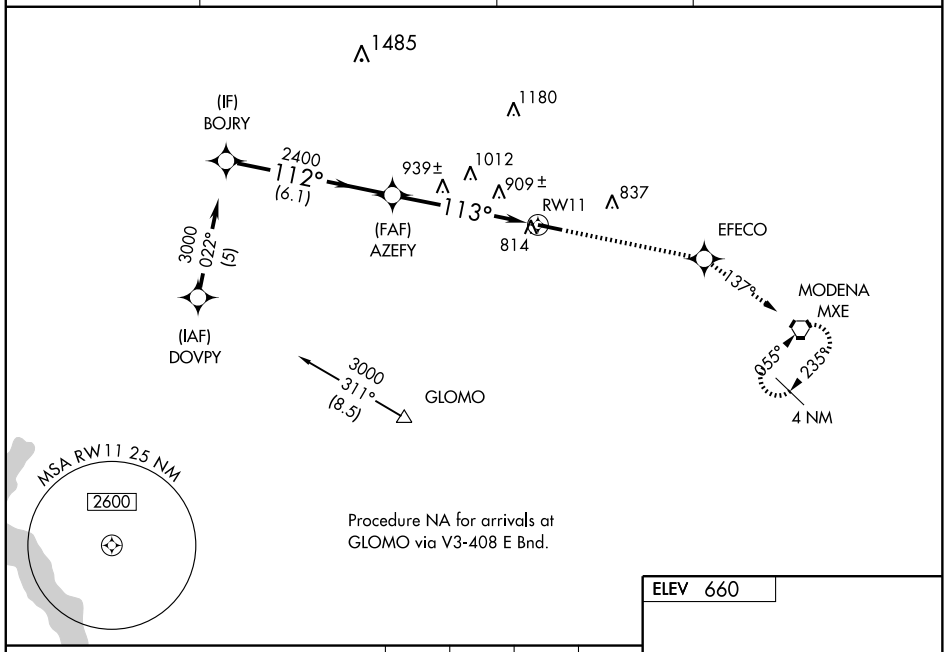
# RNAV (GPS) RWY 11

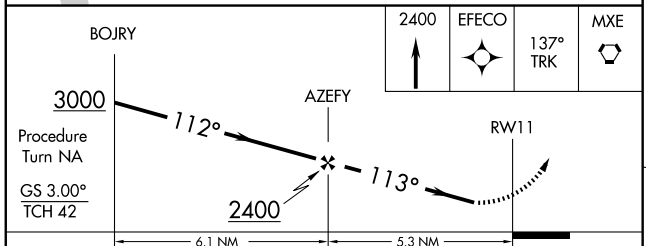
## COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

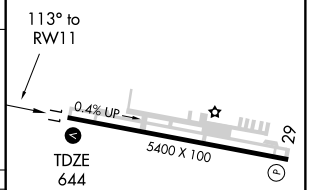
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.25 | 124.35 319.15 | 125.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 955-1 311 (300-1) | | | |
| LNAV/VNAV DA | 1274-2¼ 630 (700-2¼) | | | |
| LNAV MDA | 1200-1 556 (600-1) | | 1200-1½ 556 (600-1½) | 1200-1¾ 556 (600-1¾) |
| CIRCLING | 1200-1 540 (600-1) | | 1220-1½ 560 (600-1½) | 1240-2 580 (600-2) |

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82506 W29A | APP CRS 293° | Rwy ldg 5400<br>TDZE 660<br>Apt Elev 660 |
|---|---|---|

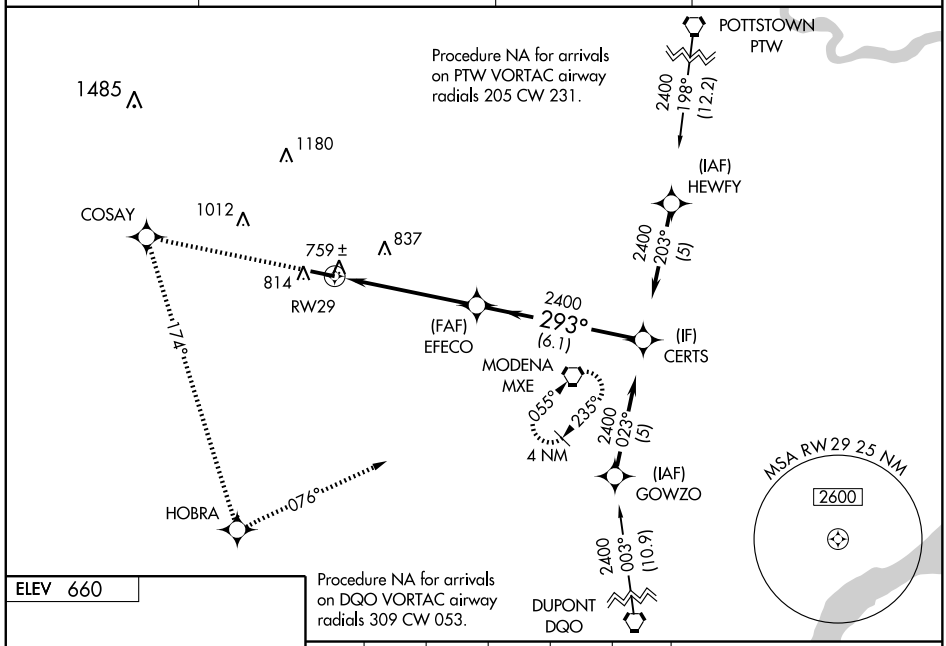
# RNAV (GPS) RWY 29

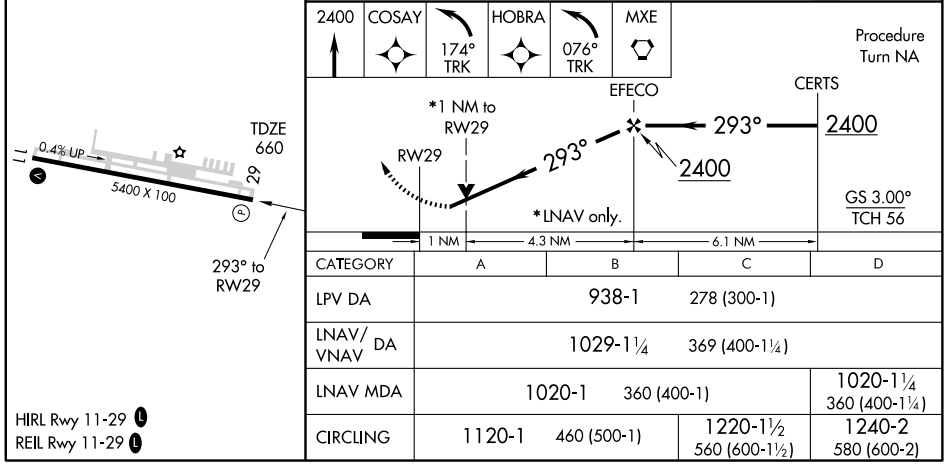
## COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.25 | 124.35 319.15 | 125.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 938-1 278 (300-1) | | | |
| LNAV/VNAV DA | 1029-1¼ 369 (400-1¼) | | | |
| LNAV MDA | 1020-1 360 (400-1) | | | 1020-1¼ 360 (400-1¼) |
| CIRCLING | 1120-1 460 (500-1) | | 1220-1½ 560 (600-1½) | 1240-2 580 (600-2) |

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4. 14 JAN 2010 to 11 FEB 2010

COLLEGEVILLE, PENNSYLVANIA

AL-6284 (FAA)

| APP CRS | Rwy ldg | 2460 |
|---|---|---|
| 088° | TDZE | 277 |
| | Apt Elev | 277 |

# RNAV (GPS) RWY 9

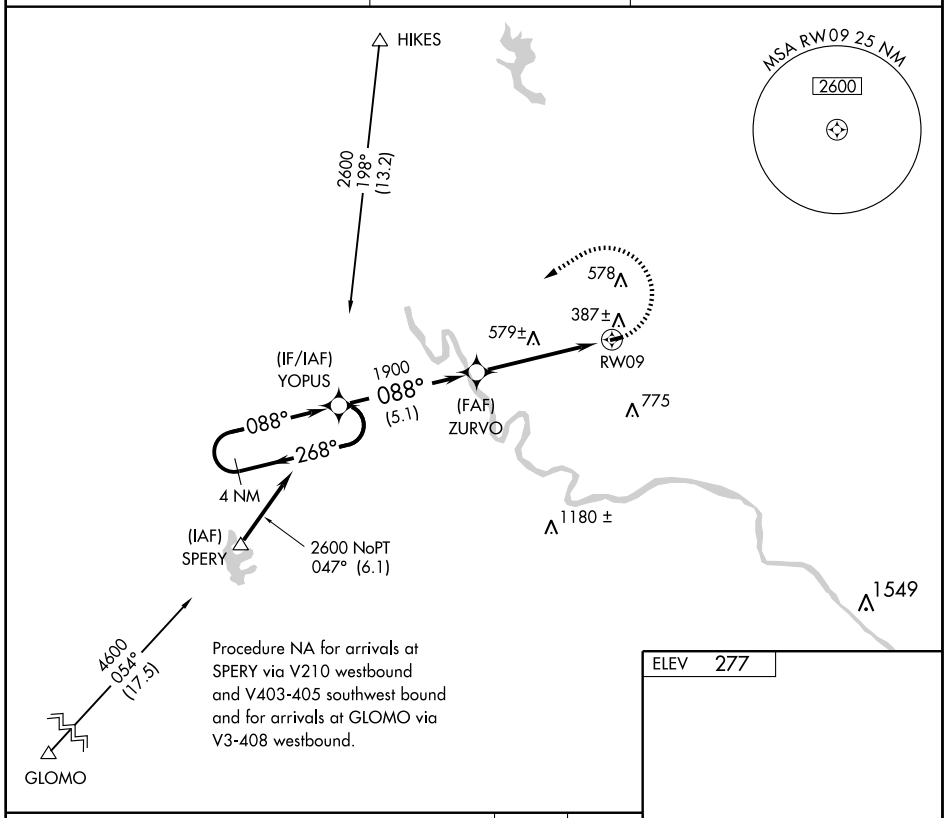
## COLLEGEVILLE / PERKIOMEN VALLEY (N1Ø)

NA

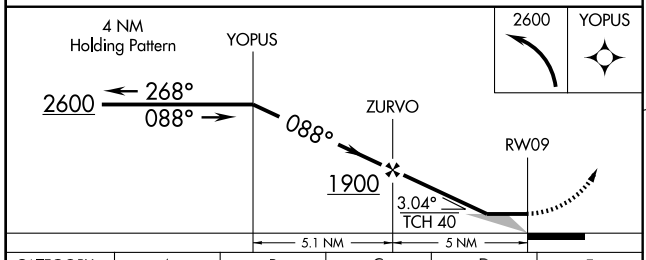
Use Pottstown-Limerick altimeter setting; if not received, use Philadelphia Intl altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

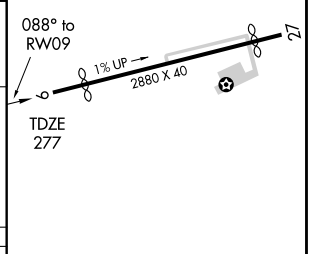
MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.85 263.125 | 118.55 | 122.8 (CTAF) L |




Procedure NA for arrivals at SPERY via V210 westbound and V403-405 southwest bound and for arrivals at GLOMO via V3-408 westbound.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 860 - 1<br>583 (600-1) | NA | | | |
| CIRCLING | 860 - 1<br>583 (600-1) | NA | | | |

LIRL Rwy 9-27 L ★

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 2510 |
|---|---|---|
| 268° | TDZE | 277 |
| | Apt Elev | 277 |

# RNAV (GPS) RWY 27

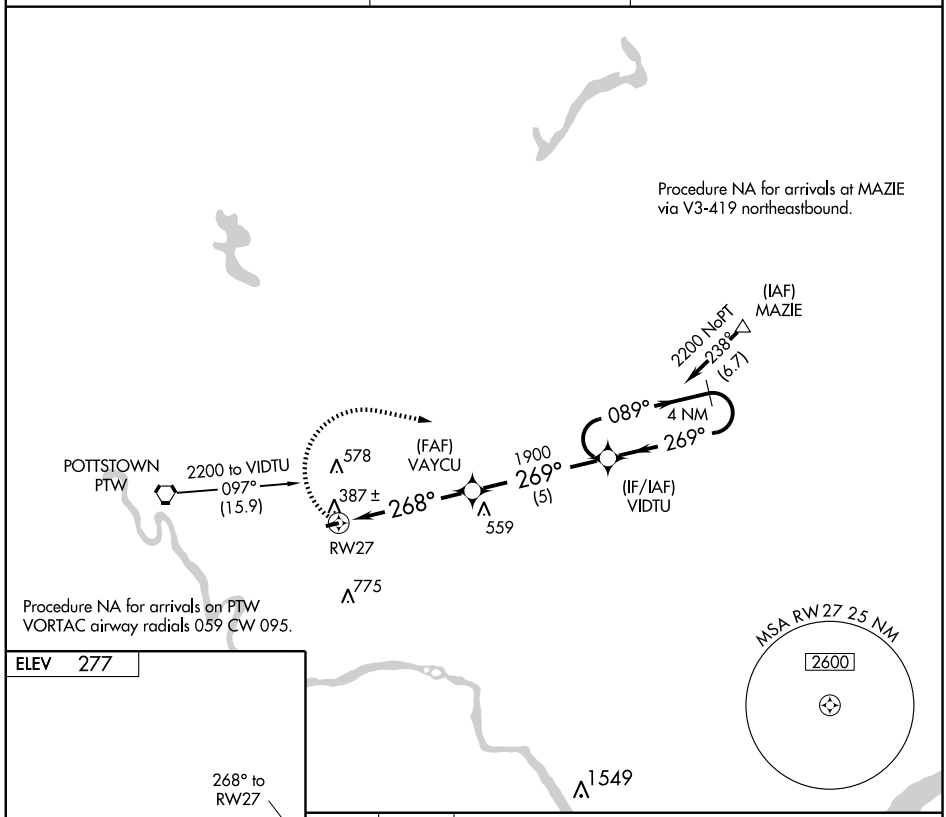
## COLLEGEVILLE / PERKIOMEN VALLEY (N10)

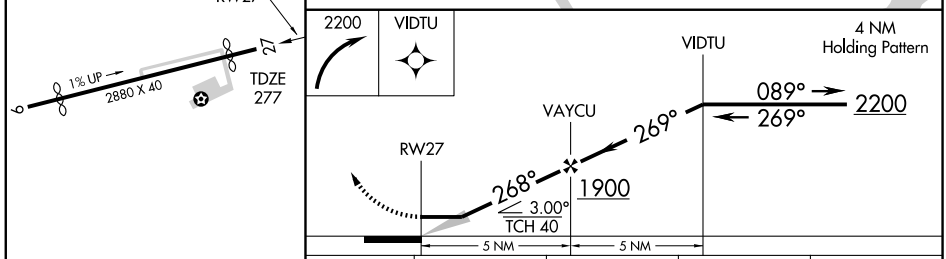
NA

DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.
Straight-in minimums NA at night.

MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.85 263.125 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860 - 1<br>583 (600-1) | NA | | |
| CIRCLING | 880 - 1<br>603 (700-1) | NA | | |

LIRL Rwy 9-27 L★

| VORTAC PTW 116.5 Chan 112 | APP CRS 110° | Rwy ldg 2460<br>TDZE 277<br>Apt Elev 277 |
|---|---|---|

# VOR RWY 9

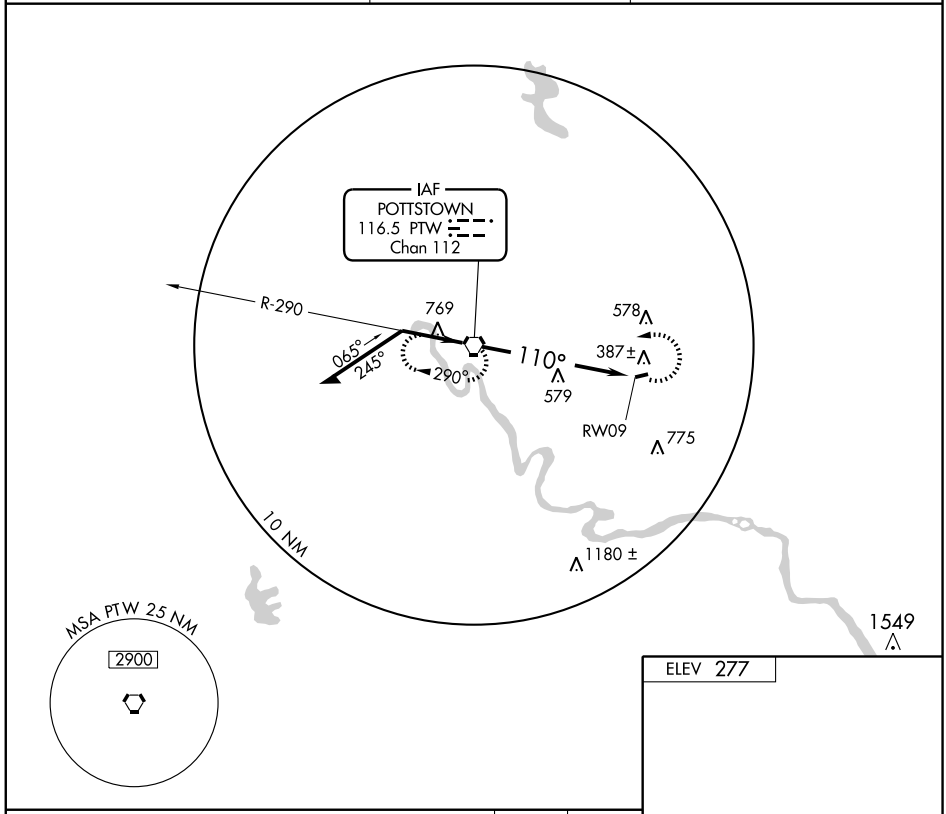
## COLLEGEVILLE / PERKIOMEN VALLEY (N10)

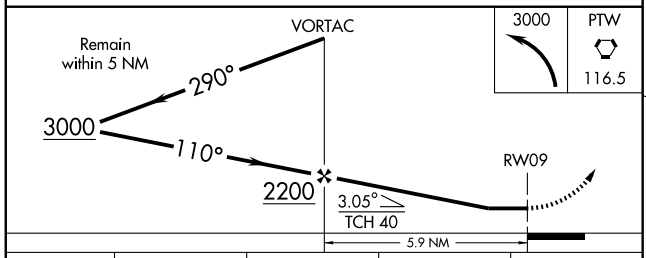
NA

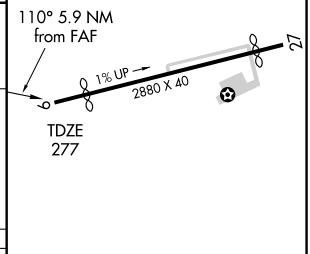
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.85 263.125 | 118.55 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 920 - 1<br>643 (700-1) | NA | | |
| CIRCLING | 920 - 1<br>643 (700-1) | NA | | |

LIRL Rwy 9-27 ★

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-VVS | APP CRS | Rwy ldg | 3458 |
|---|---|---|---|
| 110.7 | 049° | TDZE | 1255 |
| | | Apt Elev | 1267 |

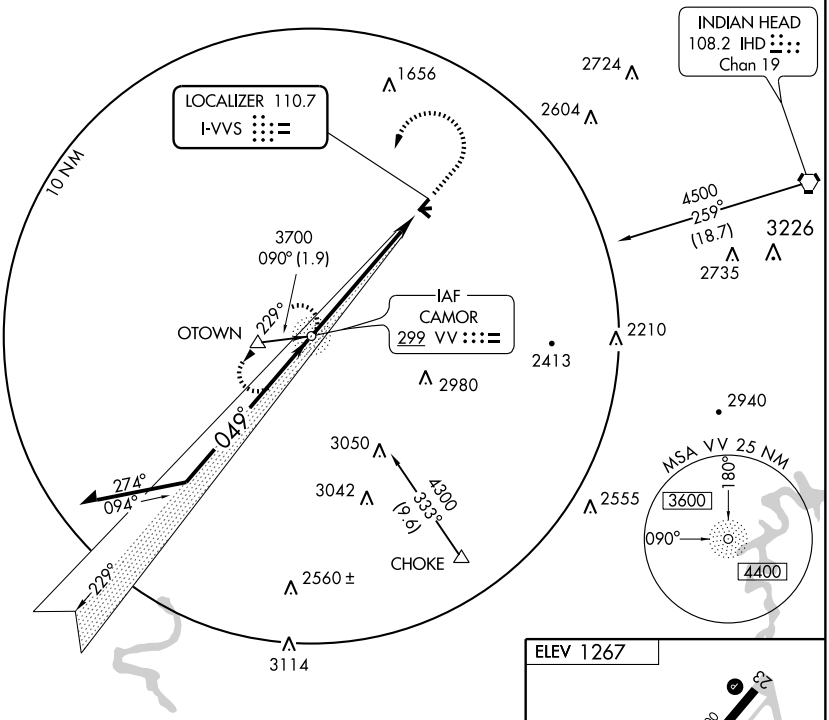
# LOC RWY 5

## CONNELLSVILLE / JOSEPH A. HARDY CONNELLSVILLE (VVS)

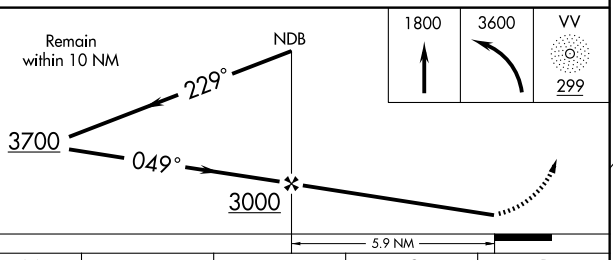
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3600 direct CAMOR NDB and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.32 | 124.4 327.1 | 122.8 (CTAF) L |

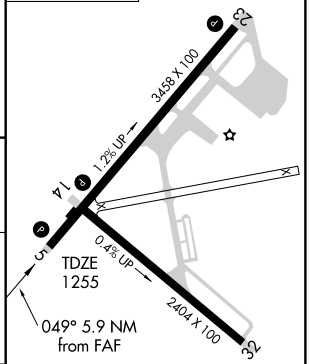



ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1620-1 365 (400-1) | | | NA |
| CIRCLING | 1940-1 673 (700-1) | 2120-1¼ 853 (900-1¼) | 2180-2¾ 913 (1000-2¾) | NA |

ELEV 1267




REIL Rwy 5 L
MIRL Rwy 5-23 and 14-32 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| NDB ORJ | APP CRS | Rwy ldg | 4100 |
|---|---|---|---|
| 258 | 128° | TDZE | 1747 |
| | | Apt Elev | 1766 |

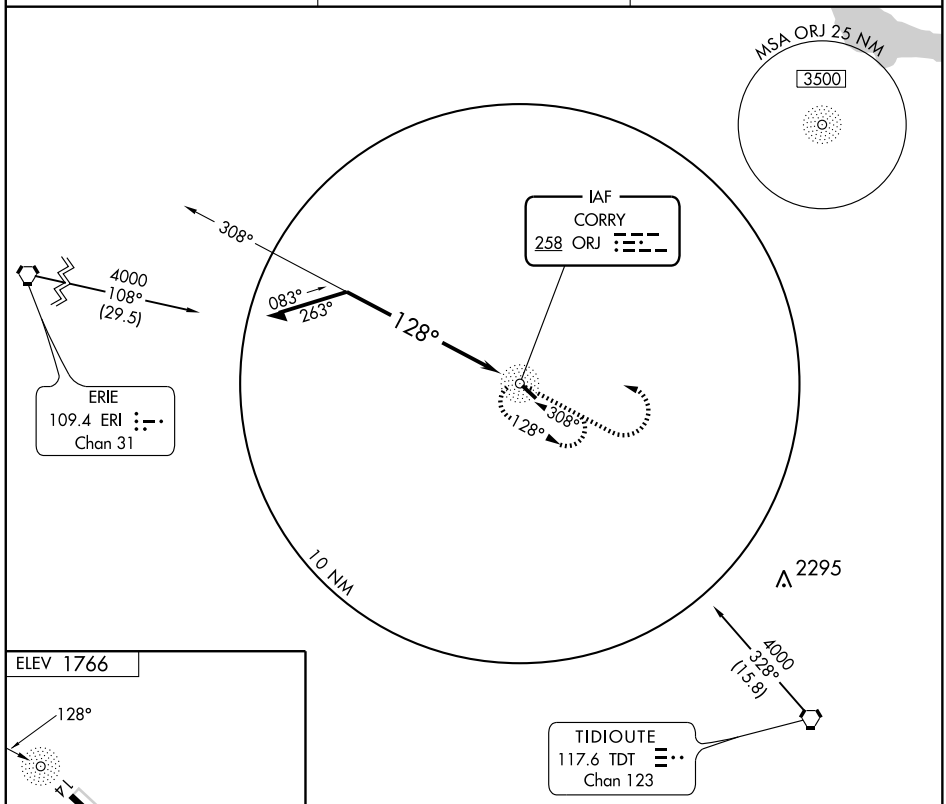
# NDB RWY 14
## CORRY-LAWRENCE (8G2)

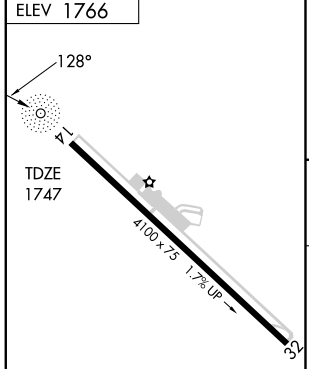
NA

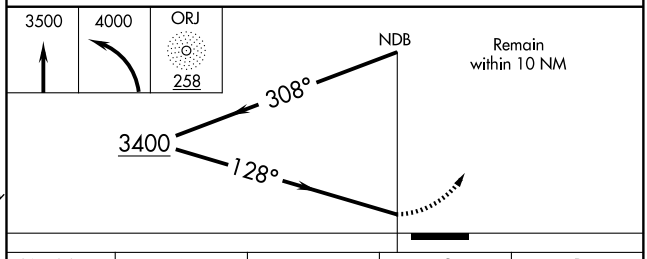
Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON * | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2400-1 | 653 (700-1) | 2400-1¾ 653 (700-1¾) | NA |
| CIRCLING | 2400-1 | 634 (700-1) | 2400-1¾ 634 (700-1¾) | NA |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

| APP CRS | Rwy ldg | 4100 |
|---|---|---|
| 143° | TDZE | 1747 |
| | Apt Elev | 1766 |

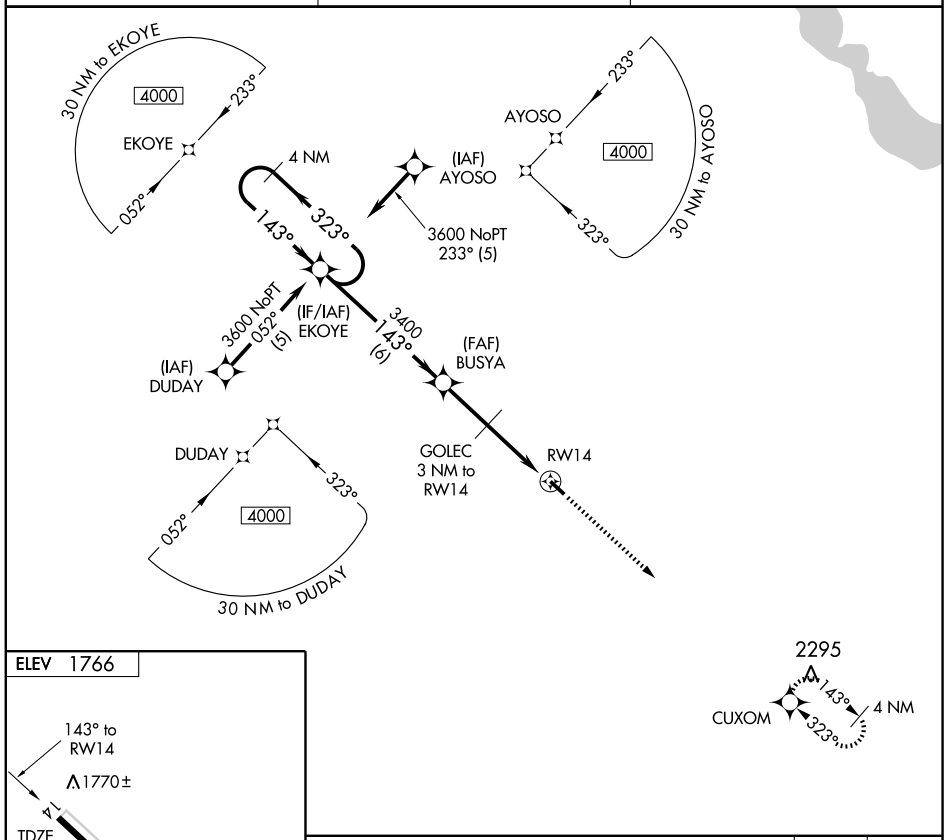
# RNAV (GPS) RWY 14
## CORRY-LAWRENCE (8G2)

T
NA

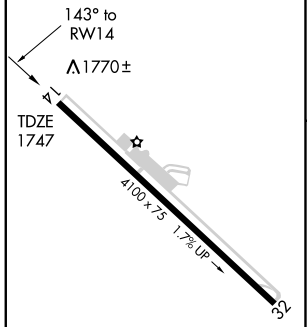
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

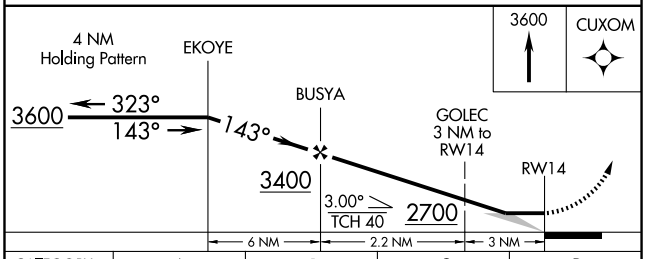
MISSED APPROACH: Climb to 3600 direct CUXOM WP and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON * | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |




ELEV 1766




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1 353 (400-1) | | | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4100 |
|---|---|---|
| 323° | TDZE | 1766 |
| | Apt Elev | 1766 |

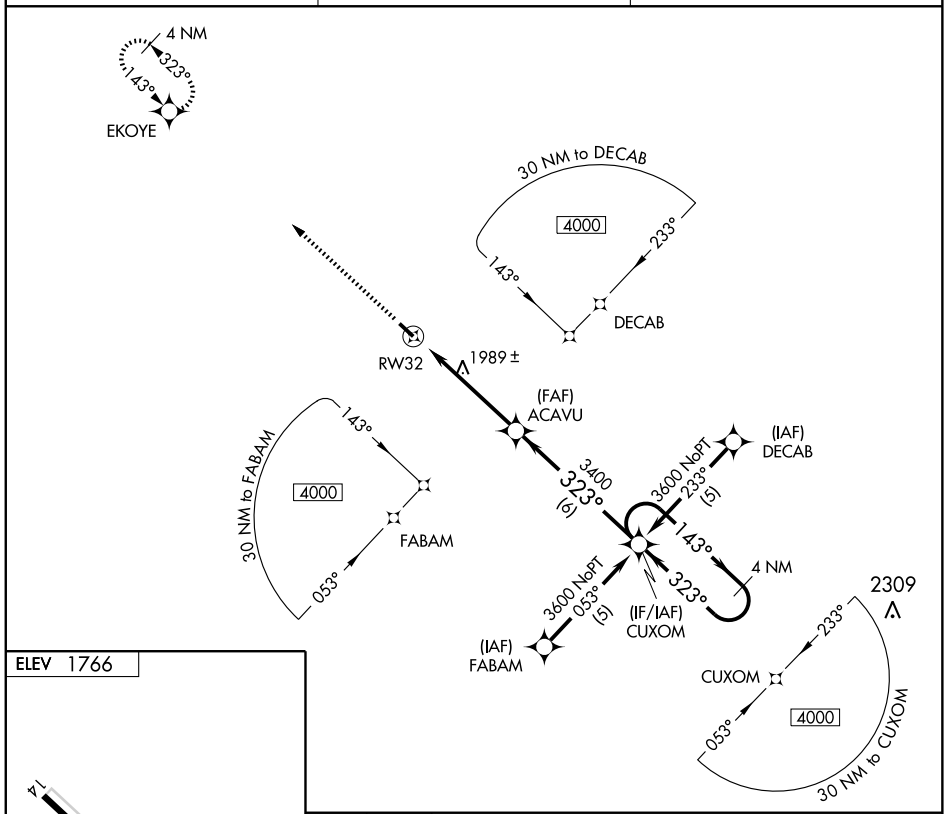
# RNAV (GPS) RWY 32
## CORRY-LAWRENCE (8G2)

NA

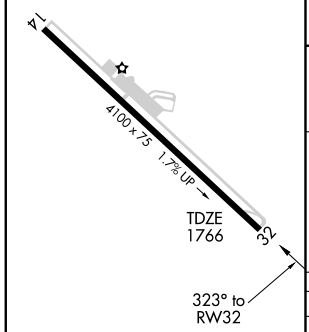
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct EYOKE WP and hold.

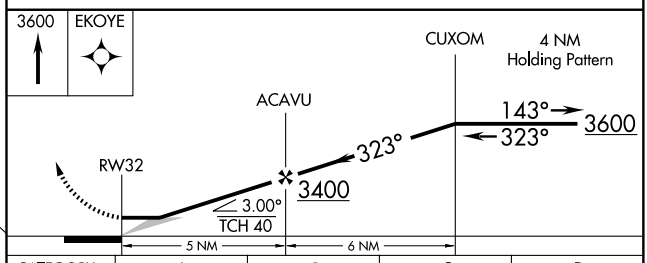
| JAMESTOWN AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |




ELEV 1766




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2300-1 534 (600-1) | | 2300-1½ 534 (600-1½) | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA |

| VORTAC TDT | APP CRS | Rwy ldg | 4100 |
|---|---|---|---|
| 117.6 | 329° | TDZE | 1766 |
| Chan 123 | | Apt Elev | 1766 |

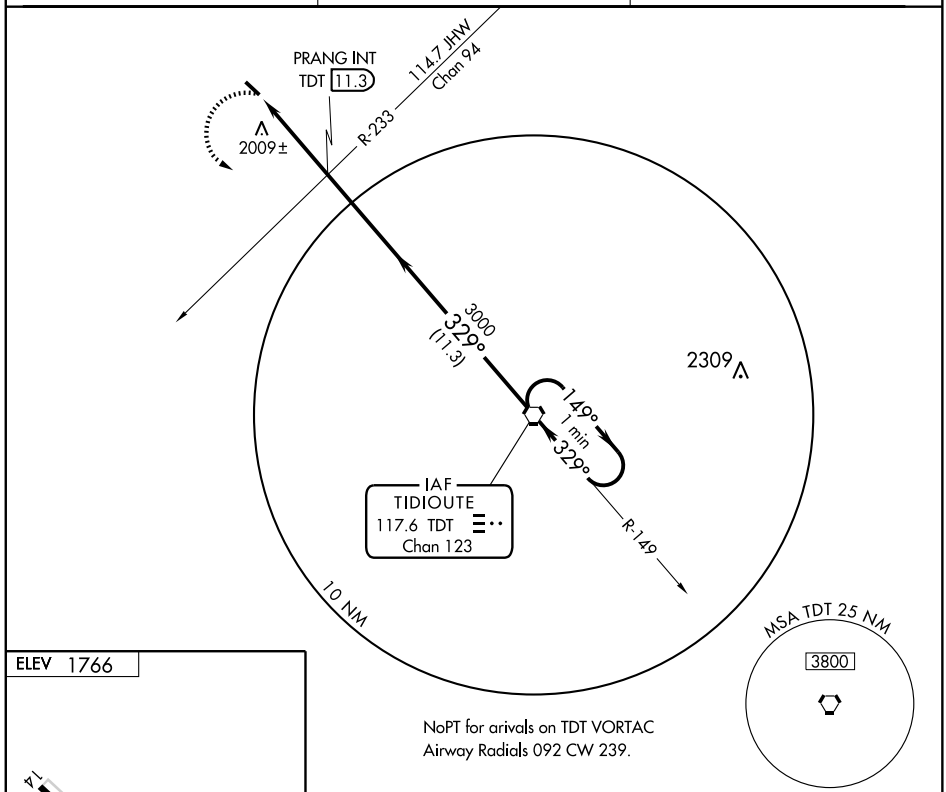
# VOR RWY 32
## CORRY-LAWRENCE (8G2)

NA

Use Jamestown, NY altimeter setting.

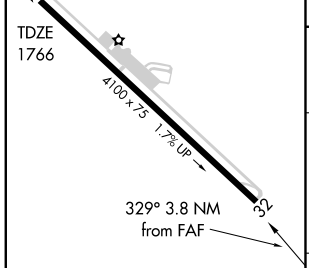
MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON * | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) |



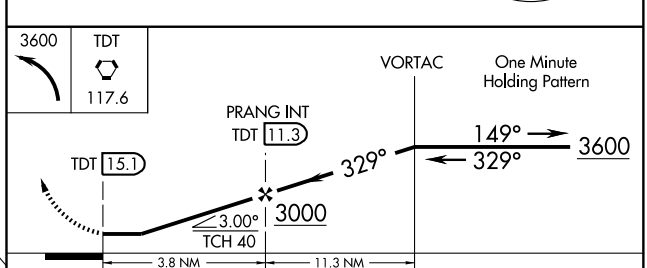

NoPT for arivals on TDT VORTAC
Airway Radials 092 CW 239.

ELEV 1766




REIL Rwys 14 and 32
MIRL Rwy 14-32

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 2320-1 | 554 (600-1) | 2320-1½ 554 (600-1½) | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA |

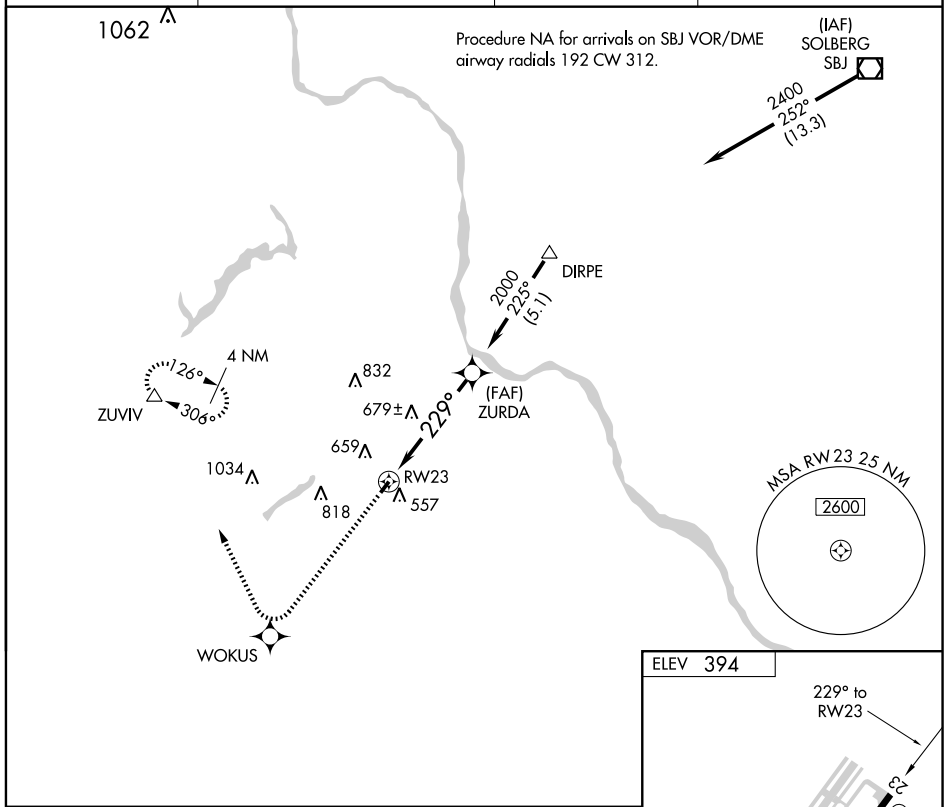
| APP CRS | Rwy ldg | 3004 |
|---|---|---|
| 229° | TDZE | 394 |
| | Apt Elev | 394 |

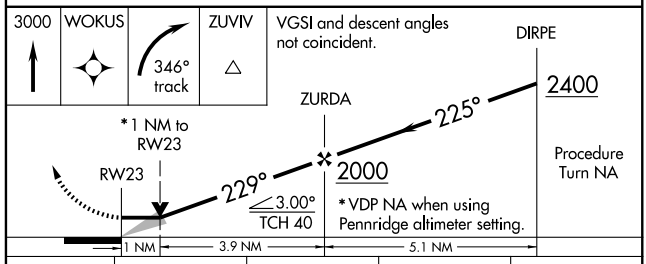
# RNAV (GPS) RWY 23
## DOYLESTOWN (DYL)

GPS or RNP-0.3 required. If local altimeter setting not received, use Pennridge altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

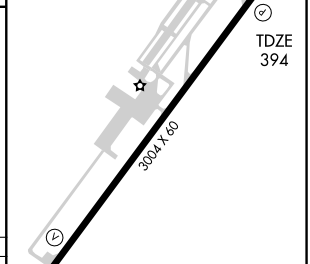
MISSED APPROACH: Climb to 3000 direct WOKUS WP and right turn via 346° track to ZUVIV and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.875 | 123.8 291.7 | 118.55 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 546 (600-1) | | NA | |
| CIRCLING | 960-1 566 (600-1) | | NA | |




REIL Rwy 23 L
MIRL Rwy 5-23

NE-4. 14 JAN 2010 to 11 FEB 2010

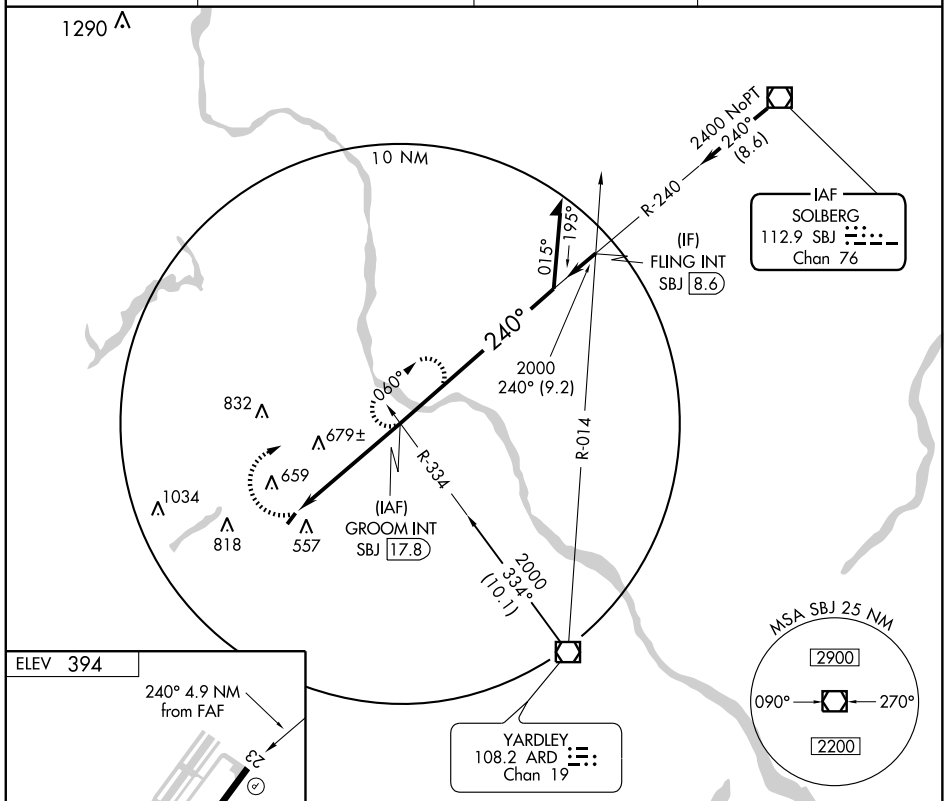
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 240° | Rwy ldg 3004 TDZE 394 Apt Elev 394 |
|---|---|---|

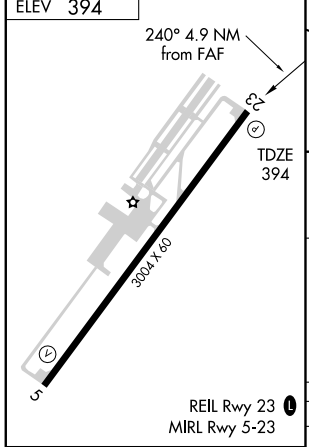
# VOR RWY 23
## DOYLESTOWN (DYL)

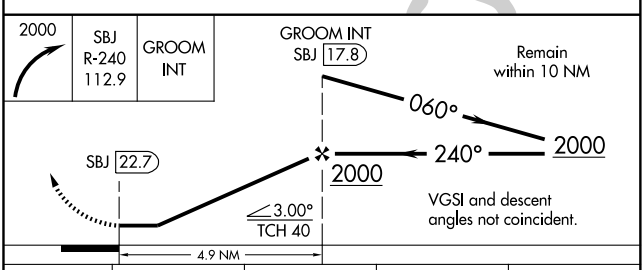
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.875 | 123.8 291.7 | 118.55 | 122.975 (CTAF) L |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1020-1<br>626 (700-1) | 1020-1¼<br>626 (700-1¼) | NA | |
| CIRCLING | 1020-1<br>626 (700-1) | 1020-1¼<br>626 (700-1¼) | NA | |

NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-DUJ | APP CRS | Rwy ldg | 5503 |
|---|---|---|---|
| 109.9 | 250° | TDZE | 1816 |
| | | Apt Elev | 1817 |

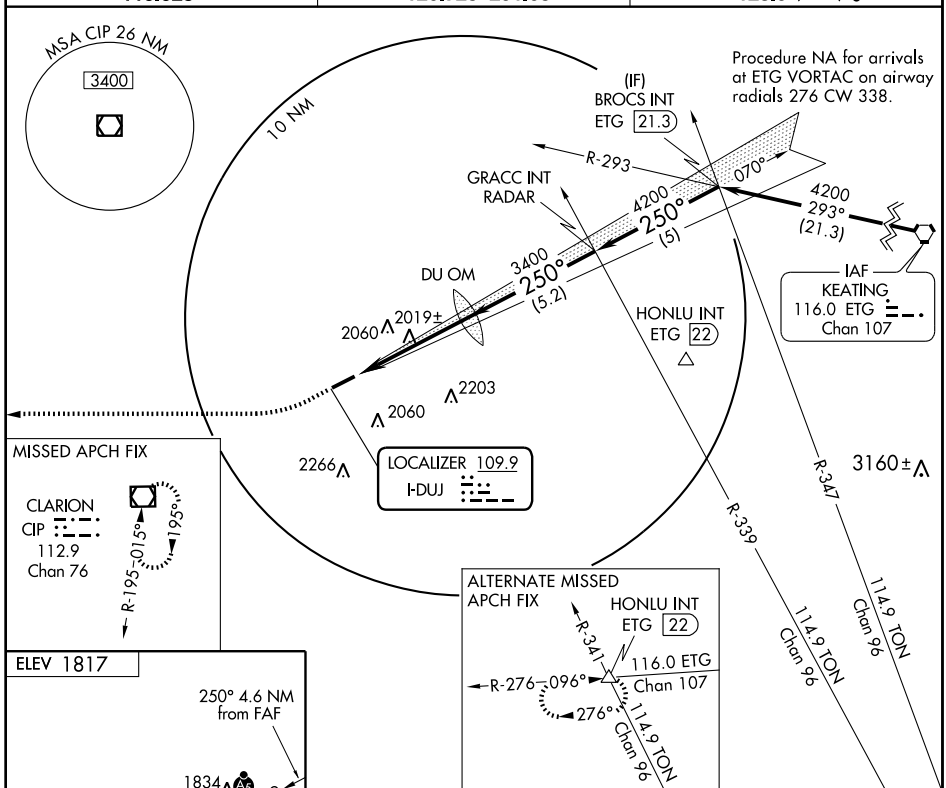
# ILS or LOC RWY 25
## DUBOIS RGNL (DUJ)

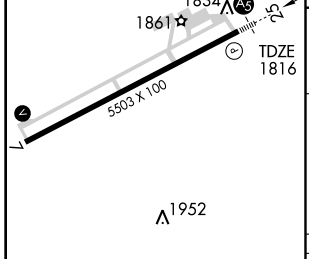
When local altimeter setting not received, use Clearfield altimeter setting and increase DA to 2112 feet and all MDAs 100 feet and S-LOC 25 visibility Cats C/D and Circling Cat C ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility ½ mile.

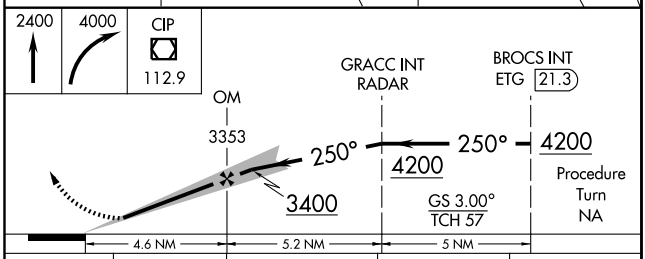
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |




REIL Rwy 7 L
HIRL Rwy 7-25 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 2016-½ 200 (200-½) | | | |
| S-LOC 25 | 2280-½ 464 (500-½) | | 2280-¾ 464 (500-¾) | 2280-1 464 (500-1) |
| CIRCLING | 2300-1 483 (500-1) | 2320-1 503 (600-1) | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

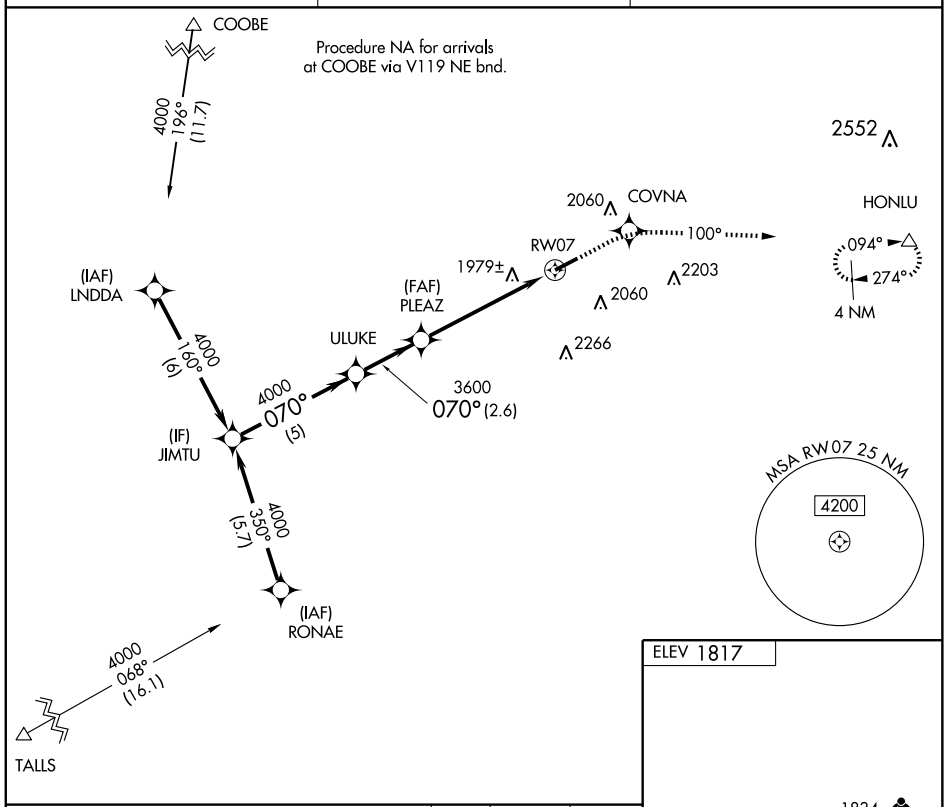
| APP CRS | Rwy ldg | 5503 |
|---|---|---|
| 070° | TDZE | 1817 |
| | Apt Elev | 1817 |

# RNAV (GPS) RWY 7
## DUBOIS RGNL (DUJ)

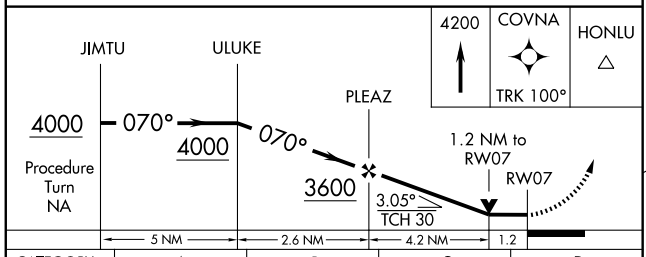
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDAs 100 feet, LNAV Cats C/D and Circling Cat C visibility ½ mile. VDP NA with Clearfield altimeter setting.

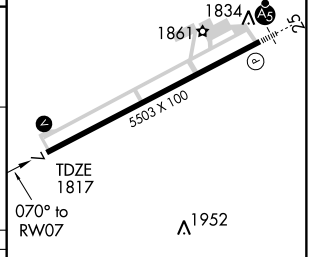
MISSED APPROACH: Climb to 4200 direct COVNA and via 100° track to HONLU and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |




NE-4, 14 JAN 2010 to 11 FEB 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2240-1 423 (500-1) | | 2240-1¼ 423 (500-1¼) | |
| CIRCLING | 2300-1 483 (500-1) | 2320-1 503 (600-1) | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |

REIL Rwy 7 L
HIRL Rwy 7-25 L

| WAAS CH 97407 W25A | APP CRS 250° | Rwy ldg 5503<br>TDZE 1816<br>Apt Elev 1817 |
|---|---|---|

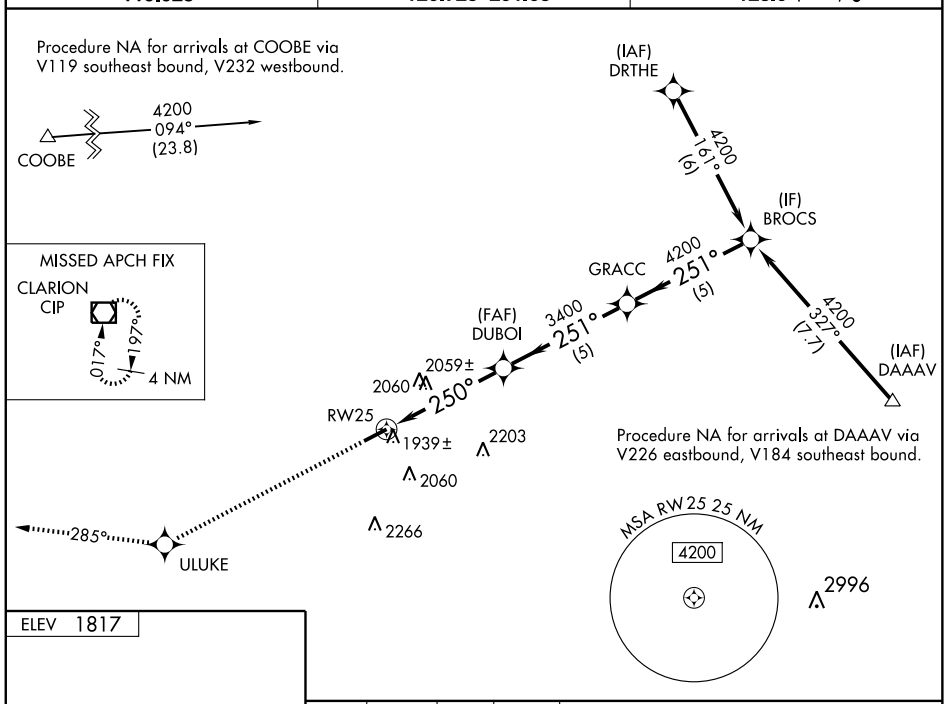
# RNAV (GPS) RWY 25
## DUBOIS RGNL (DUJ)

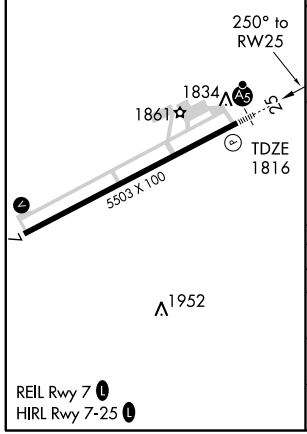
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DAs 96 feet and all MDAs 100 feet and LPV all Cats, LNAV Cat C, Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile. For inoperative MALSR when using Clearfield altimeter setting; increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

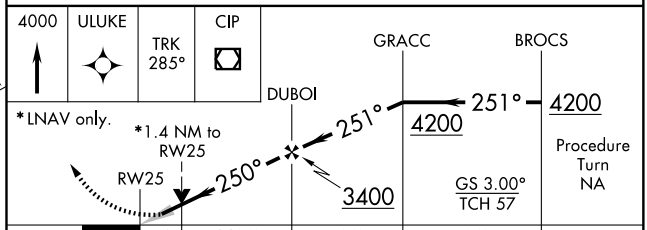
MALSR

MISSED APPROACH: Climb to 4000 direct ULUKE and via 285° track to CIP VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |



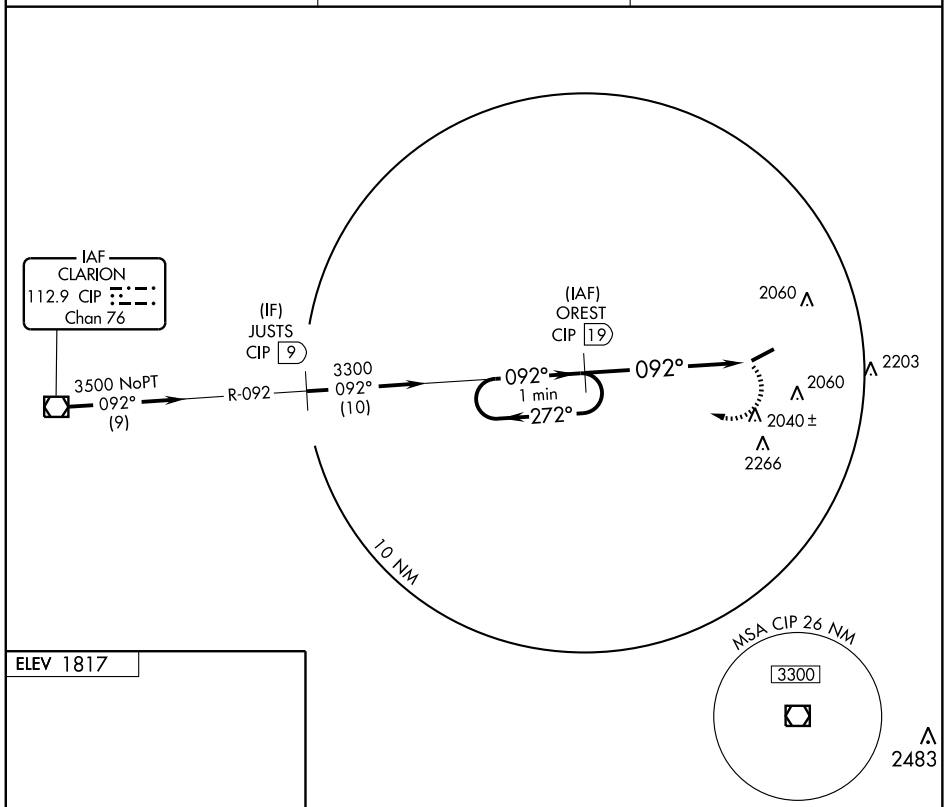

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2066-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 2209-¾ 393 (400-¾) | | | |
| LNAV MDA | 2320-½ 504 (600-½) | | 2320-1 504 (600-1) | |
| CIRCLING | 2320-1 503 (600-1) | | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |

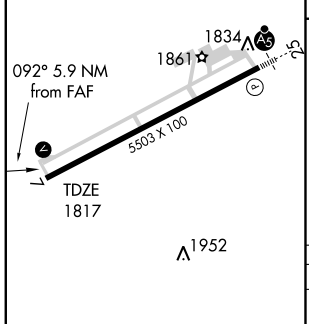
| VOR/DME CIP | APP CRS | Rwy ldg | 5503 |
|---|---|---|---|
| 112.9 | 092° | TDZE | 1817 |
| Chan 76 | | Apt Elev | 1817 |

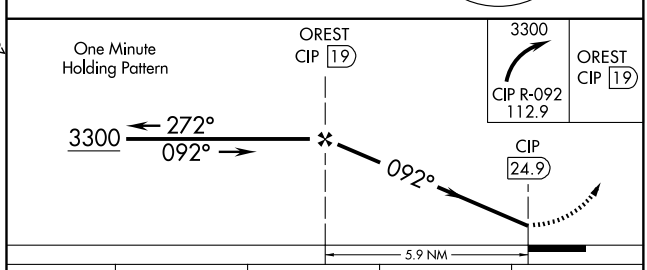
# VOR/DME RWY 7
## DUBOIS RGNL (DUJ)

MISSED APPROACH: Climbing right turn to 3300 via CIP VOR/DME R-092 to OREST/CIP 19 DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 2300-1<br>483 (500-1) | 2300-1¼<br>483 (500-1¼) | 2300-1½<br>483 (500-1½) | 2300-1¾<br>483 (500-1¾) |
| CIRCLING | 2300-1<br>483 (500-1) | 2320-1¼<br>503 (600-1¼) | 2320-1½<br>503 (600-1½) | 2380-2<br>563 (600-2) |

REIL Rwy 7 L
HIRL Rwy 7-25 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR/DME STW 109.6 Chan 33 | APP CRS 291° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 480 |
|---|---|---|

# VOR/DME or GPS-A

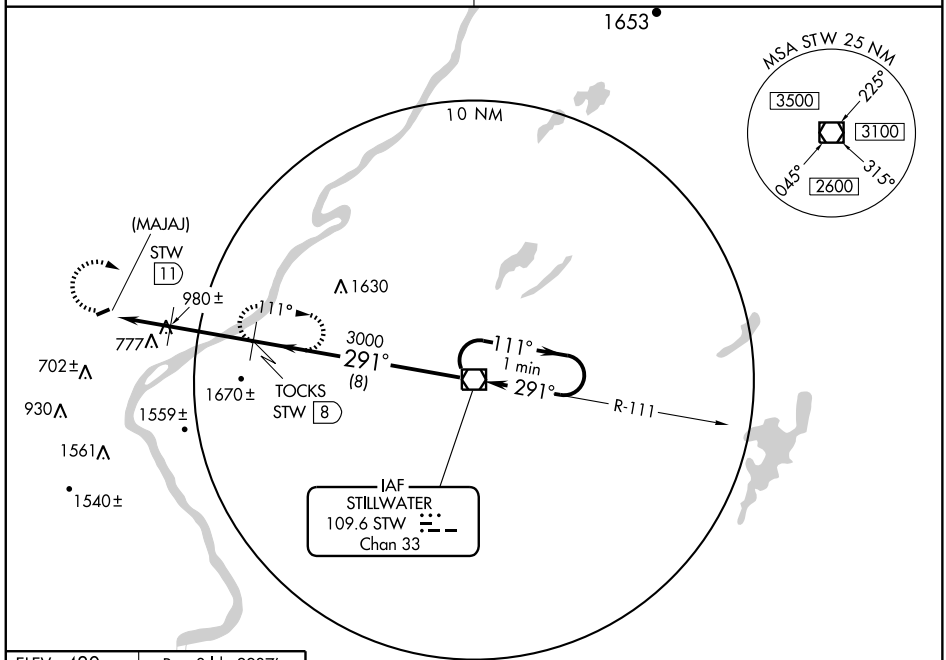
## EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

NA

MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

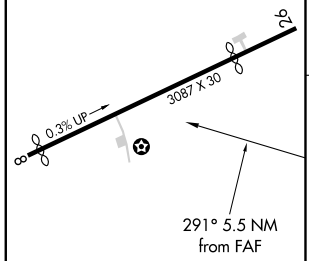
| ALLENTOWN APP CON | UNICOM |
|---|---|
| 119.65 397.9 | 123.0 (CTAF) L |




NoPT for arrivals on STW VOR/DME airway radials 085 CW 121.

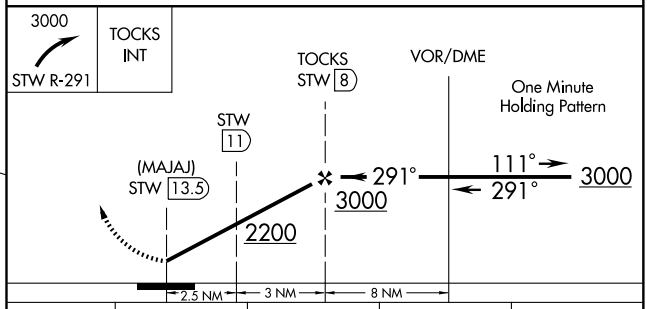
ELEV 480

Rwy 8 ldg 2987′ (Nights Only)
Rwy 26 ldg 2317′




LIRL Rwy 8-26 L ★

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1480-1¼<br>1000 (1000-1¼) | 1480-1½<br>1000 (1000-1½) | NA | |
| ALLENTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1980-3 1500 (1500-3) | | NA | |

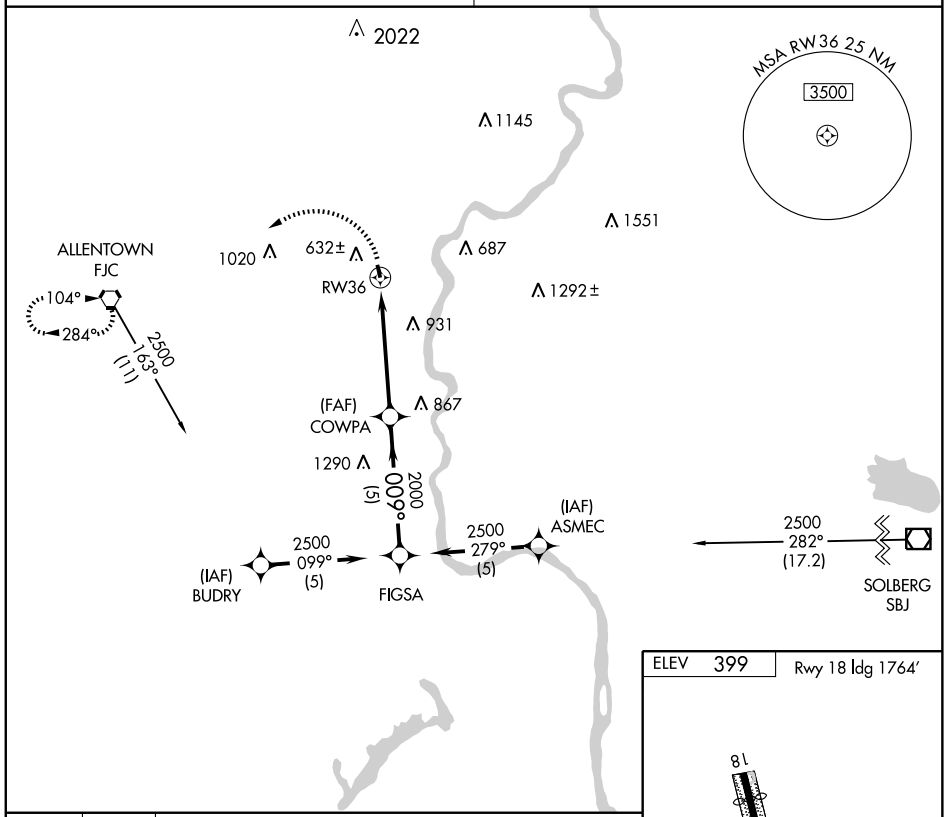
| APP CRS | Rwy ldg | 1764 |
|---|---|---|
| 009° | TDZE | 395 |
| | Apt Elev | 399 |

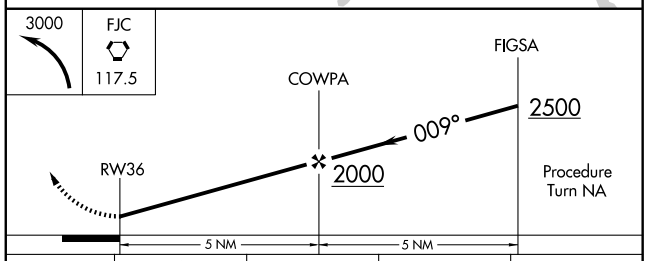
# GPS RWY 36
## EASTON/BRADEN AIRPARK (N43)

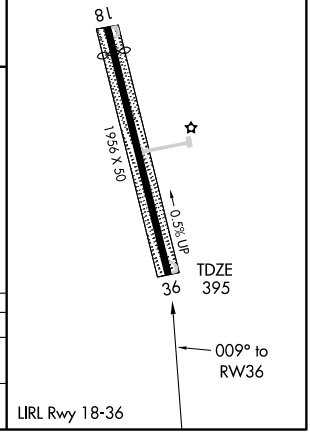
Use Allentown, PA altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

| ALLENTOWN APP CON | UNICOM |
|---|---|
| **119.65 397.9** | **123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1160-1<br>765 (800-1) | 1160-1¼<br>765 (800-1¼) | NA | |
| CIRCLING | 1160-1<br>761 (800-1) | 1160-1¼<br>761 (800-1¼) | NA | |

EASTON, PENNSYLVANIA

AL-6355 (FAA)

| VORTAC FJC 117.5 Chan 122 | APP CRS 095° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 399 |
|---|---|---|

# VOR/DME or GPS-D

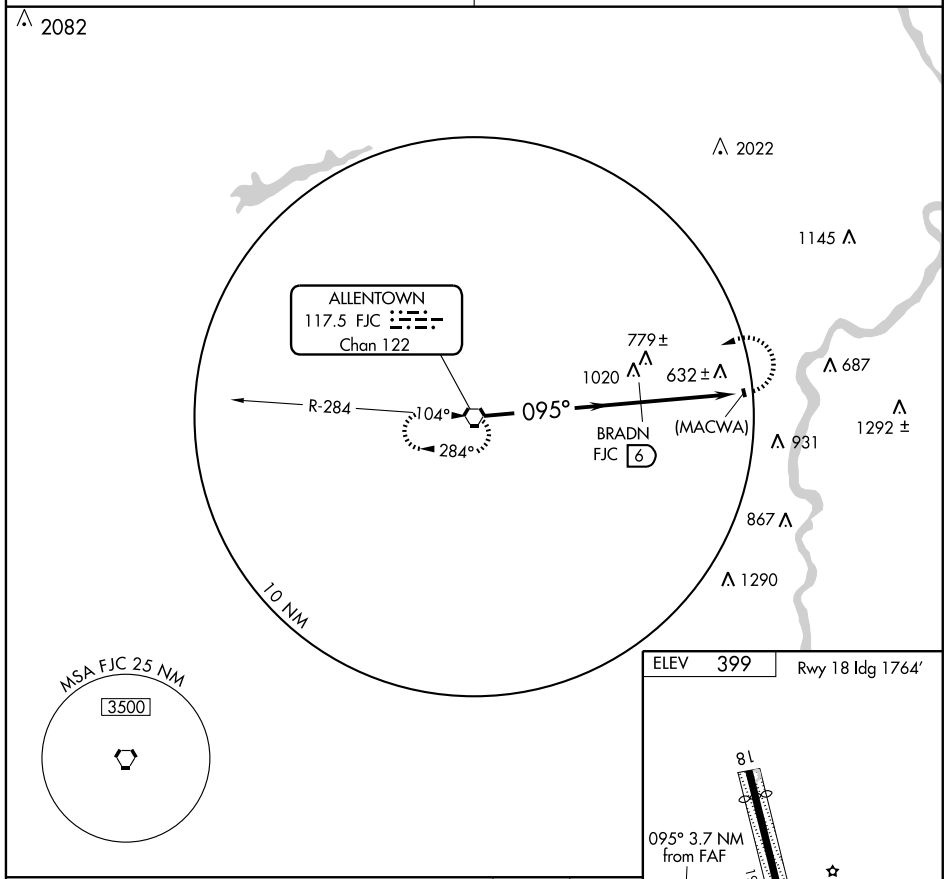
## EASTON/BRADEN AIRPARK (N43)

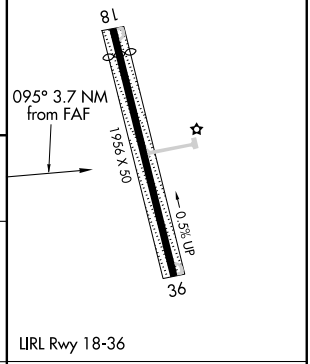
Use Allentown, PA altimeter setting.
Procedure not authorized at night.

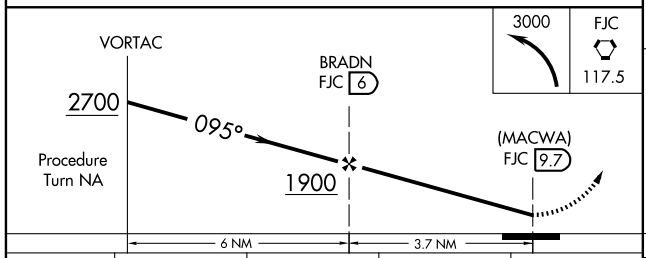
NA

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

| ALLENTOWN APP CON | UNICOM |
|---|---|
| **119.65 397.9** | **123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1¼ 901 (1000-1¼) | | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3204 |
|---|---|---|
| 066° | TDZE | 2088 |
| | Apt Elev | 2099 |

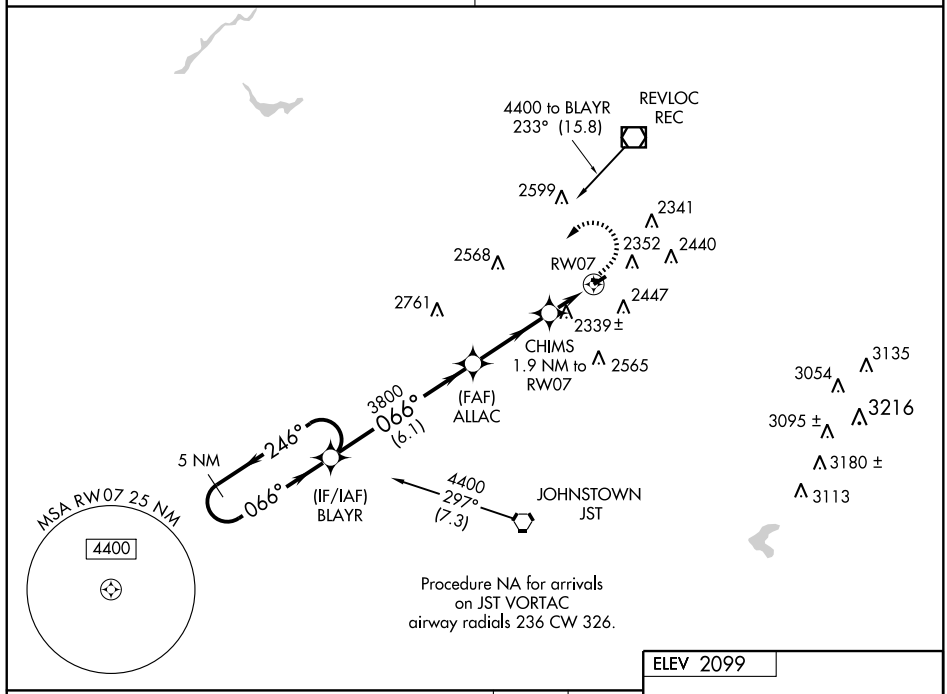
# RNAV (GPS) RWY 7
## EBENSBURG (9G8)

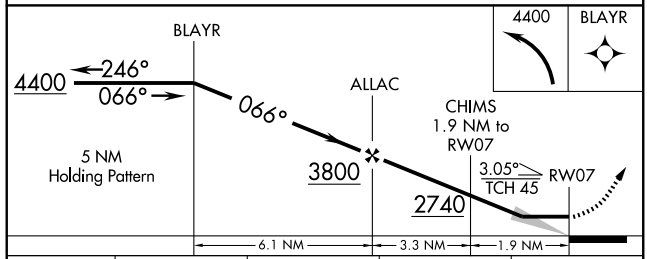
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

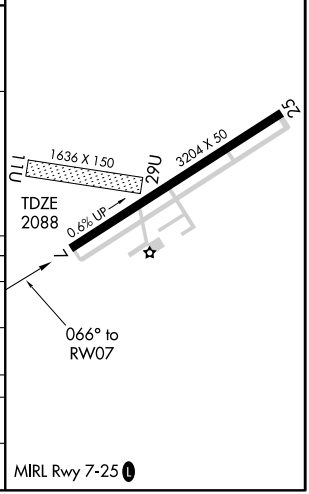
MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 121.2 299.2 | 122.8 (CTAF) L |




ELEV 2099




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2600-1 512 (600-1) | | 2600-1½ 512 (600-1½) | NA |
| CIRCLING | 2780-1 681 (700-1) | 2940-1¼ 841 (900-1¼) | 2940-2½ 841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 2640-1 552 (600-1) | | 2640-1½ 552 (600-1½) | NA |
| CIRCLING | 2820-1 721 (800-1) | 2980-1¼ 881 (900-1¼) | 2980-2¾ 881 (900-2¾) | NA |

EBENSBURG, PENNSYLVANIA

AL-5497 (FAA)

| APP CRS | Rwy ldg | 3204 |
|---|---|---|
| 246° | TDZE | 2098 |
| | Apt Elev | 2099 |

# RNAV (GPS) RWY 25

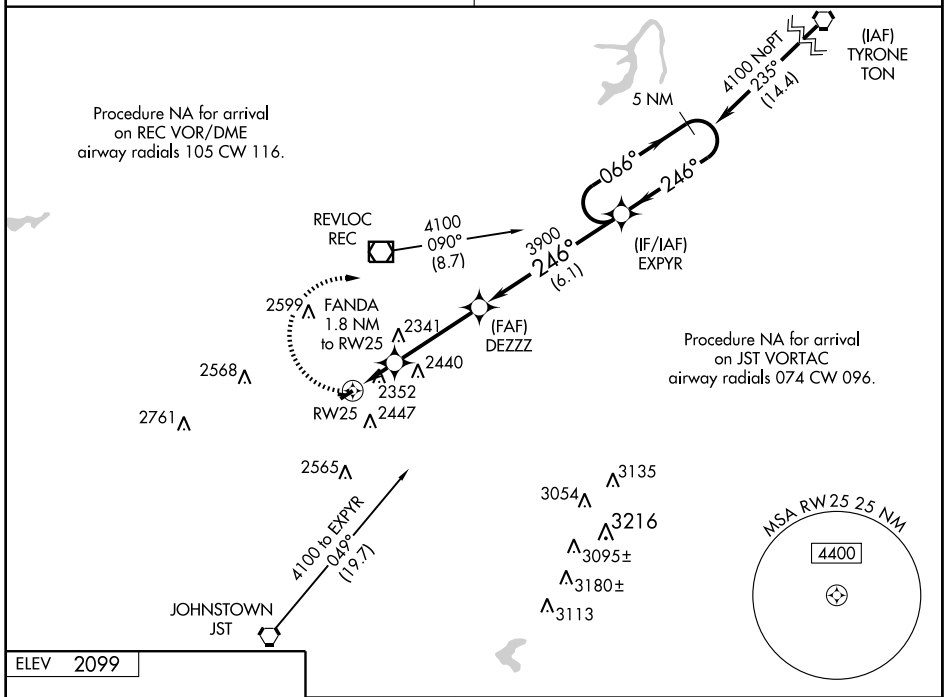
EBENSBURG (9G8)

NA

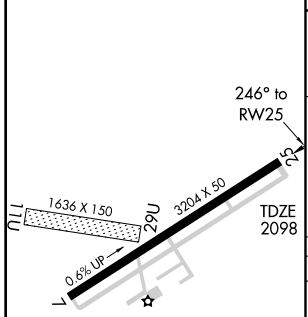
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

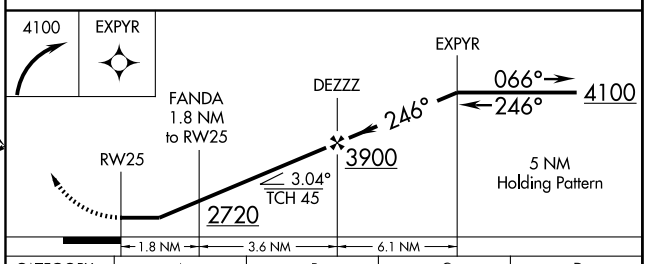
MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 121.2 299.2 | 122.8 (CTAF) L |




ELEV 2099




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2620-1 522 (600-1) | | 2620-1½ 522 (600-1½) | NA |
| CIRCLING | 2780-1 681 (700-1) | 2940-1¼ 841 (900-1¼) | 2940-2¼ 841 (900-2¼) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 2660-1 562 (600-1) | | 2660-1½ 562 (600-1½) | NA |
| CIRCLING | 2820-1 721 (800-1) | 2980-1¼ 881 (900-1¼) | 2980-2½ 881 (900-2½) | NA |

MIRL Rwy 7-25 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR/DME REC | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.6 | 203° | TDZE | N/A |
| Chan 43 | | Apt Elev | 2099 |

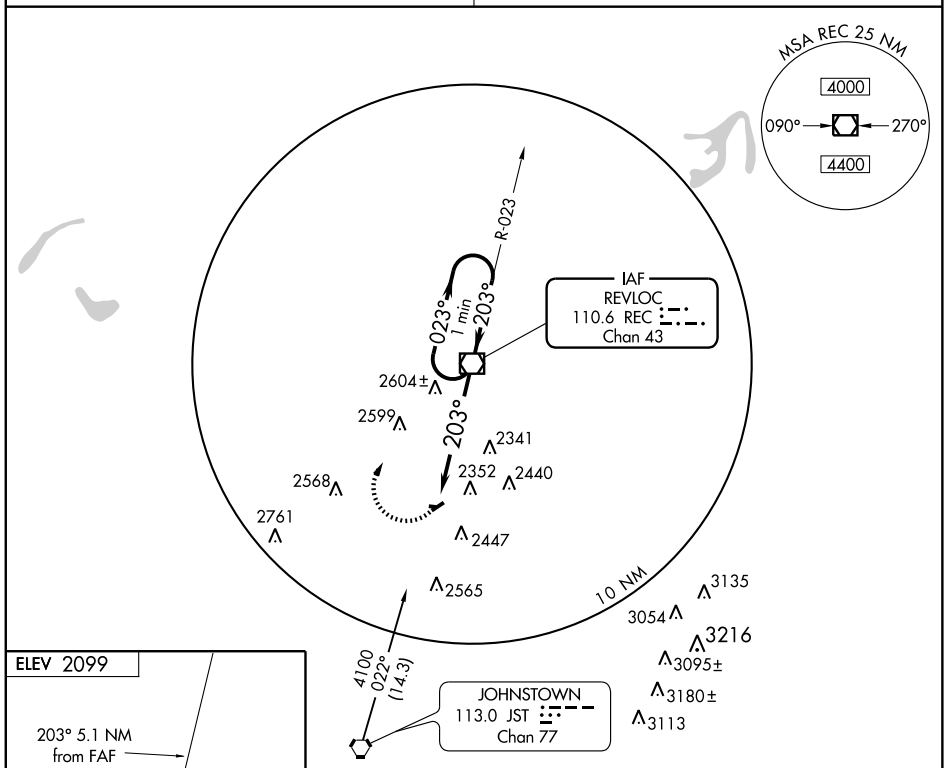
# VOR-A
## EBENSBURG (9G8)

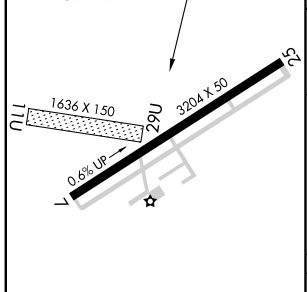
Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

NA

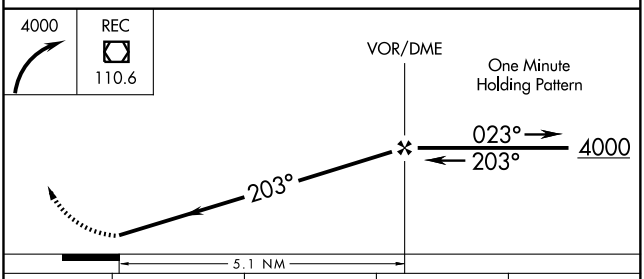
MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 121.2 299.2 | 122.8 (CTAF) L |




MIRL Rwy 7-25 L



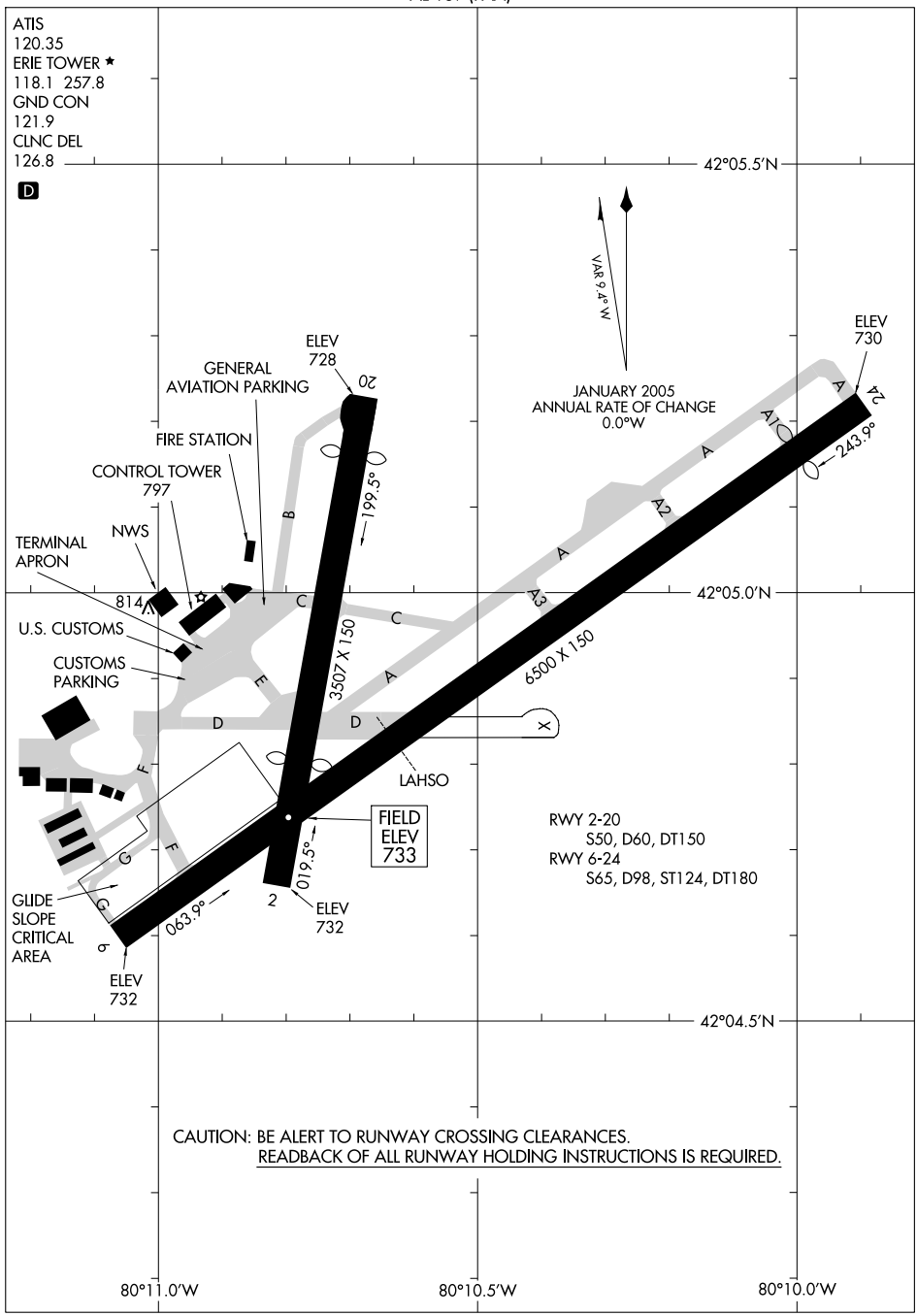

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2860-1<br>761 (800-1) | 2940-1¼<br>841 (900-1¼) | 2940-2½<br>841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2920-1<br>821 (900-1) | 2980-1¼<br>881 (900-1¼) | 2980-2¾<br>881 (900-2¾) | NA |

# AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



| LOC I-AWY | APP CRS | Rwy ldg | 6010 |
|---|---|---|---|
| 110.3 | 242° | TDZE | 732 |
| | | Apt Elev | 733 |

# ILS or LOC/DME RWY 24

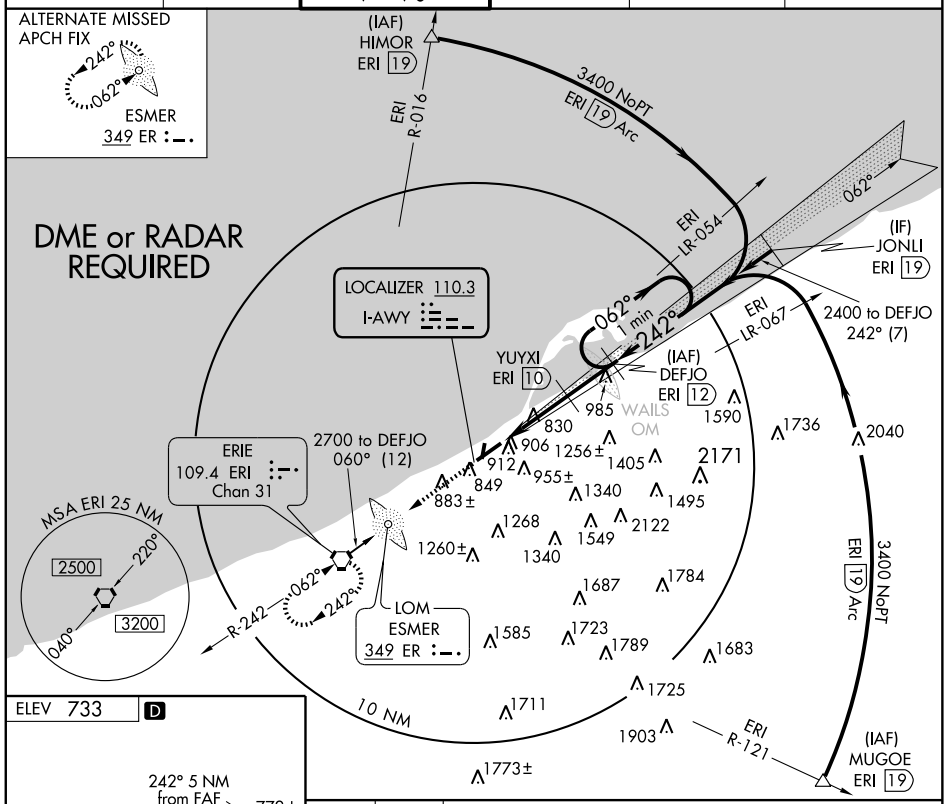
## ERIE INTL/TOM RIDGE FIELD (ERI)

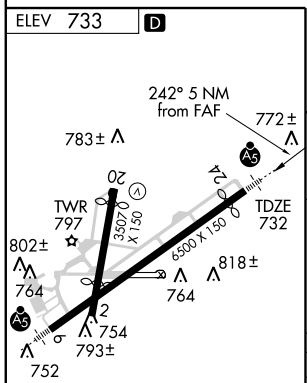
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 all Cats. visibility to 1 mile.

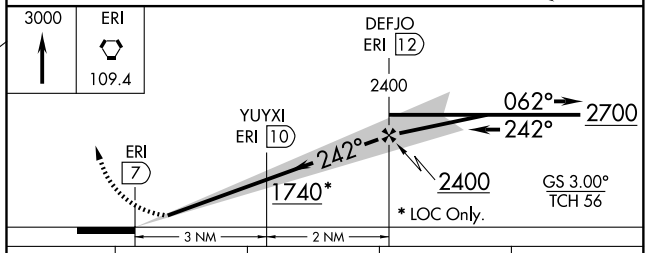
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | ERIE APP CON | ERIE TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 935-½ 203 (300-½) | | | |
| S-LOC 24 | 1140-½ 408 (500-½) | | 1140-¾ 408 (500-¾) | |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-ERI | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 110.3 | 062° | TDZE | 733 |
| | | Apt Elev | 733 |

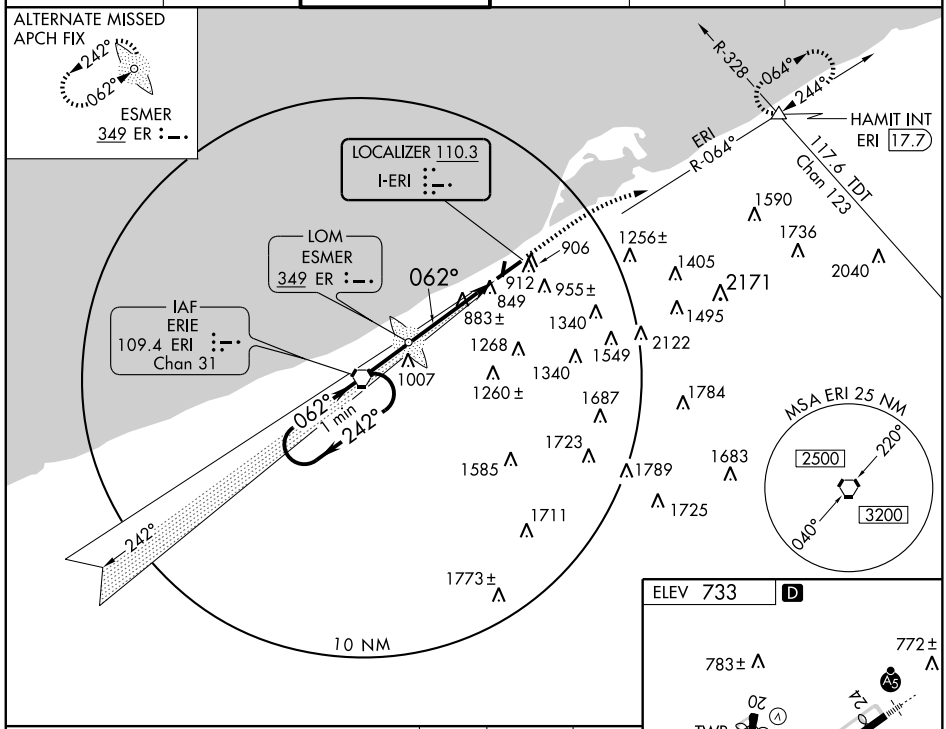
# ILS or LOC RWY 6
## ERIE INTL/TOM RIDGE FIELD (ERI)

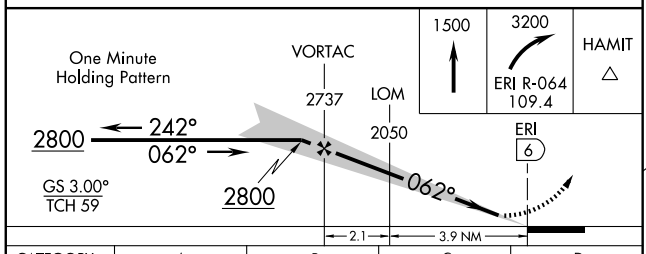
Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6.
For inoperative MALSR, increase S-LOC 6 Cats. A/B visibility to RVR 5000.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.
For inoperative MALSR, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000.

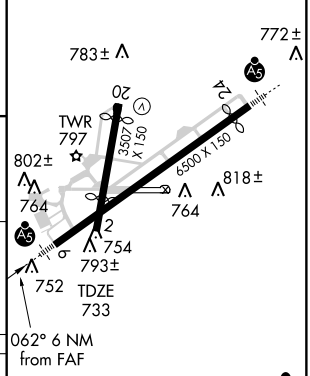
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 983/40 250 (300-¾) | | | |
| S-LOC 6 | 1160/40 427 (500-¾) | | | 1160/50 427 (500-1) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOM ER | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 349 | 062° | TDZE | 733 |
| | | Apt Elev | 733 |

# NDB RWY 6

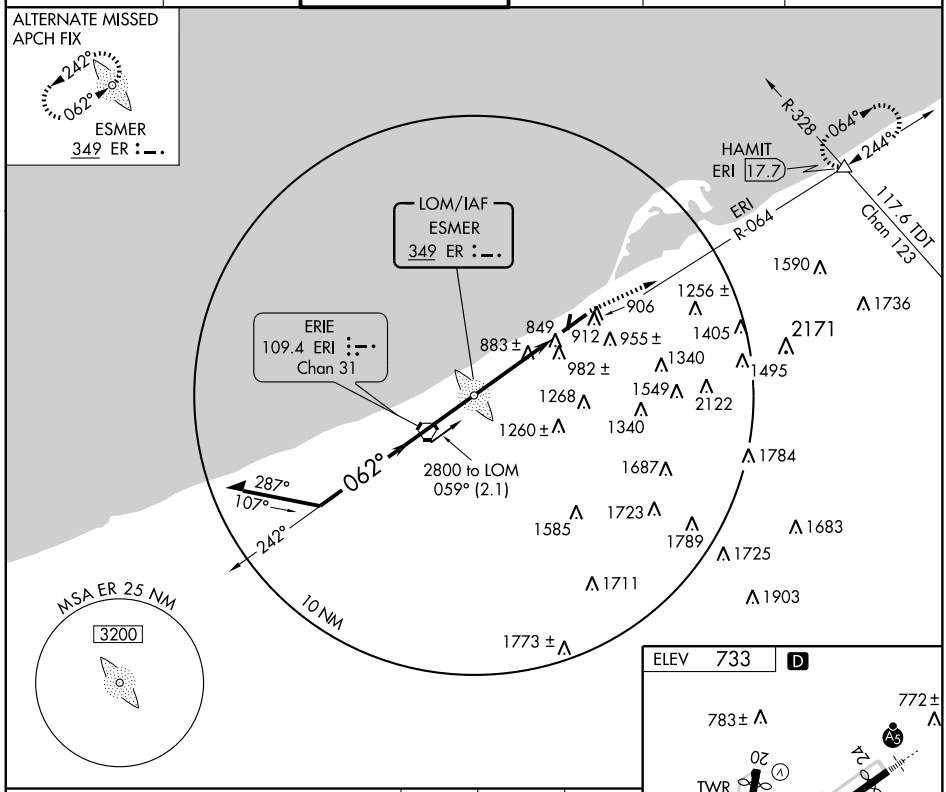
## ERIE INTL/TOM RIDGE FIELD (ERI)

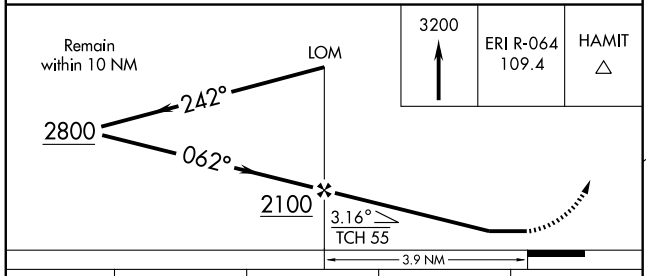
Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

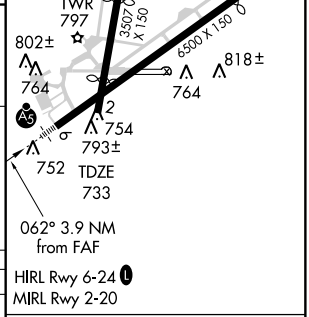
MALSR

MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




HIRL Rwy 6-24 L
MIRL Rwy 2-20

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1300/40 567 (600-¾) | | 1300/50 567 (600-1) | 1300-1½ 567 (600-1½) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| NDB CQD | APP CRS | Rwy ldg | 6010 |
|---|---|---|---|
| 372 | 242° | TDZE | 732 |
| | | Apt Elev | 733 |

# NDB RWY 24

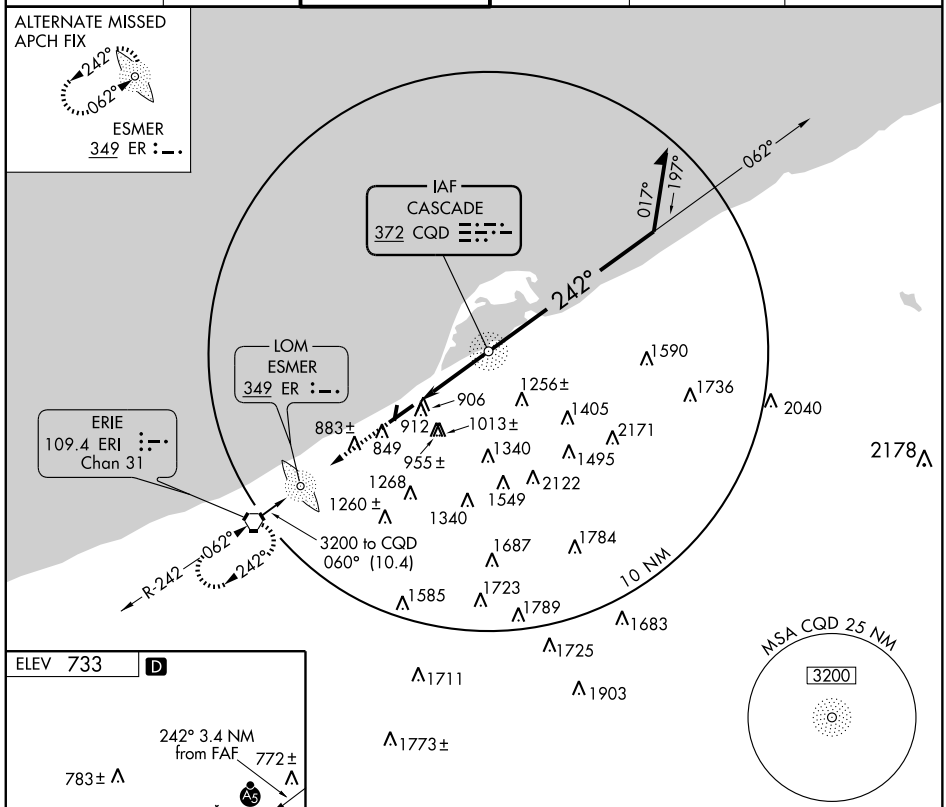
## ERIE INTL/TOM RIDGE FIELD (ERI)

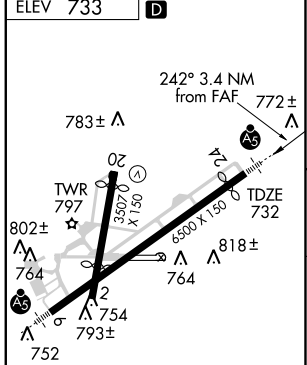
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

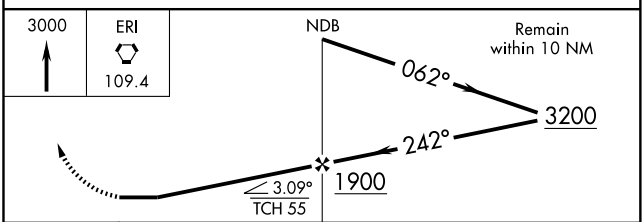
| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




HIRL Rwy 6-24 L
MIRL Rwy 2-20

| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1320-¾ 588 (600-¾) | | 1320-1 588 (600-1) | 1320-1½ 588 (600-1½) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77612 W06A | APP CRS 062° | Rwy ldg 6500<br>TDZE 733<br>Apt Elev 733 |
|---|---|---|

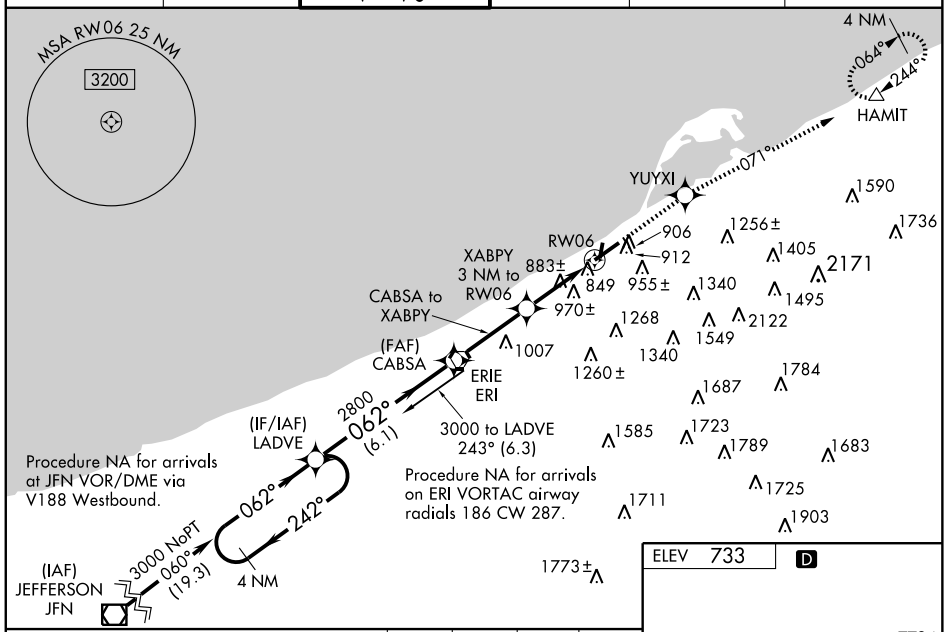
# RNAV (GPS) RWY 6
## ERIE INTL/TOM RIDGE FIELD (ERI)

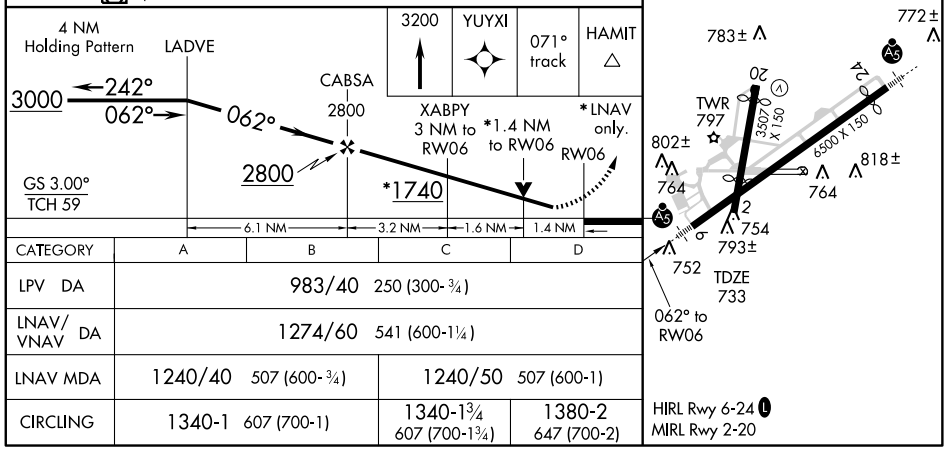
Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats. visibility 1 mile, LNAV Cat. C and Circling Cat. C visibilities ¼ mile, LNAV Cat. D and Circling Cat. D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats.visibility to RVR 6000 and LNAV Cats. A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 1274/60 541 (600-1¼) | | | |
| LNAV MDA | 1240/40 507 (600-¾) | | 1240/50 507 (600-1) | |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

| WAAS CH 86812 W24A | APP CRS 243° | Rwy ldg 6010<br>TDZE 732<br>Apt Elev 733 |
|---|---|---|

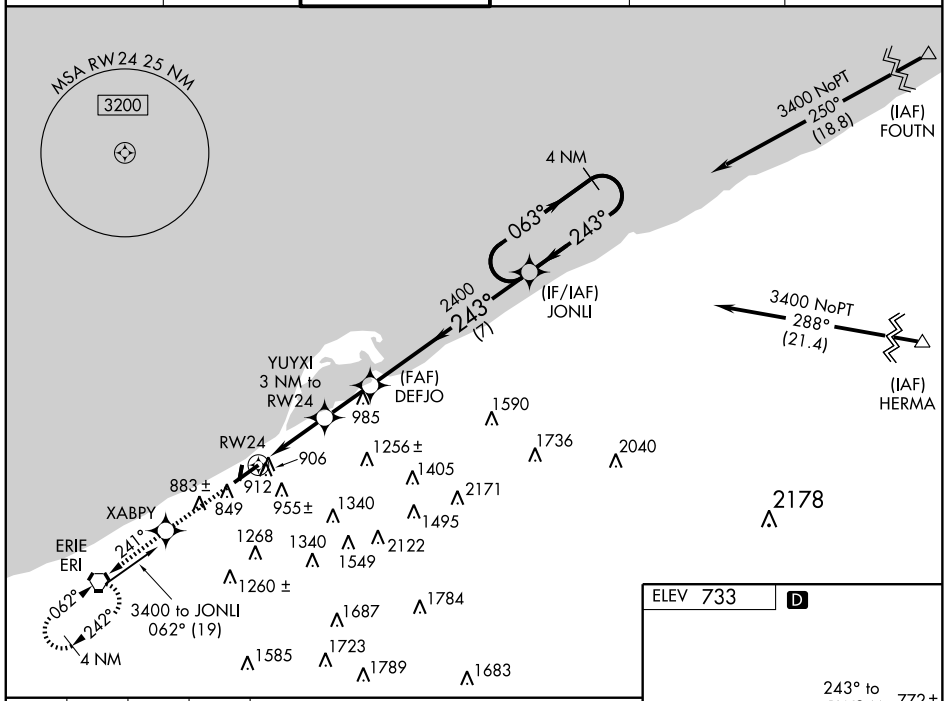
# RNAV (GPS) RWY 24
## ERIE INTL/TOM RIDGE FIELD (ERI)

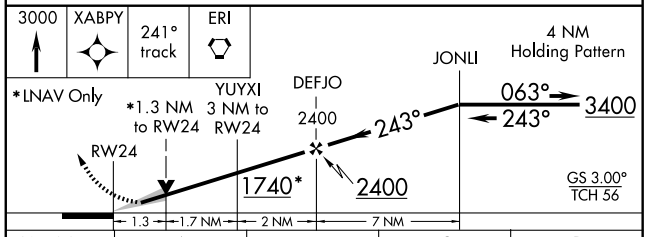
Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

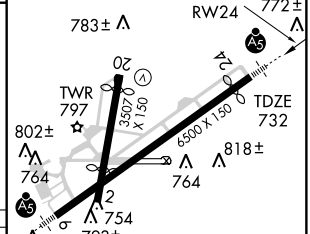
MISSED APPROACH: Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | ERIE APP CON | ERIE TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 935-½ 203 (300-½) | | | |
| LNAV/VNAV DA | 1207-1¼ 475 (500-1¼) | | | |
| LNAV MDA | 1200-½ 468 (500-½) | | 1200-¾ 468 (500-¾) | 1200-1 468 (500-1) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |




HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC ERI 109.4 Chan 31 | APP CRS 240° | Rwy ldg 6010<br>TDZE 732<br>Apt Elev 733 |
|---|---|---|

# VOR/DME RWY 24

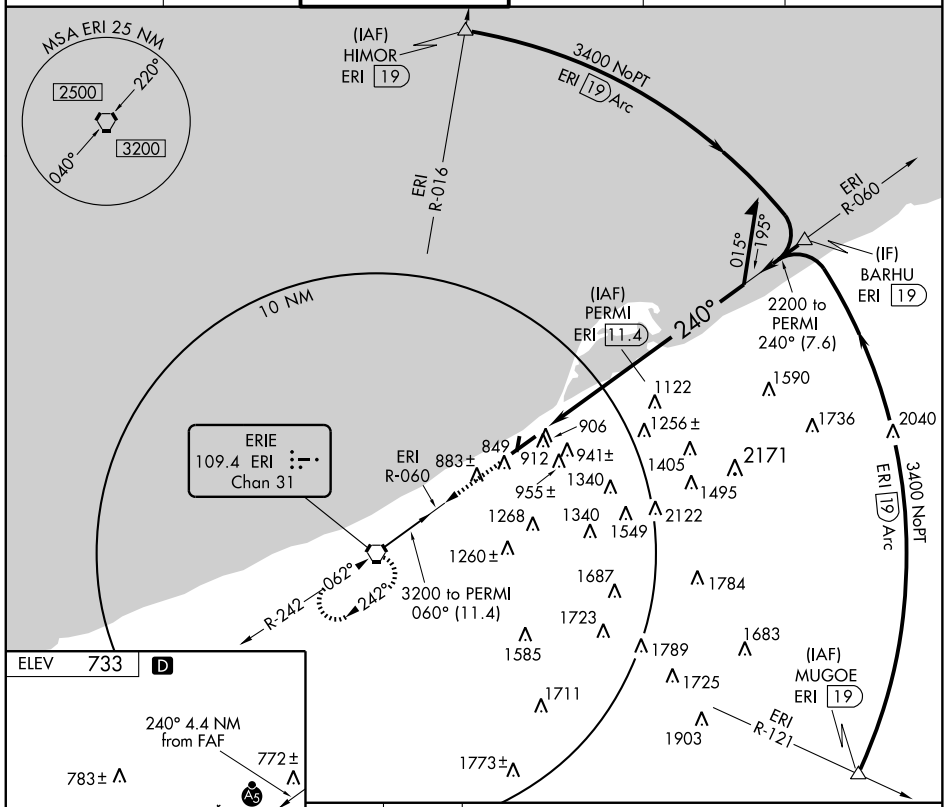
## ERIE INTL/TOM RIDGE FIELD (ERI)

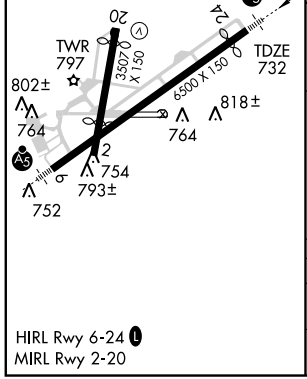
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

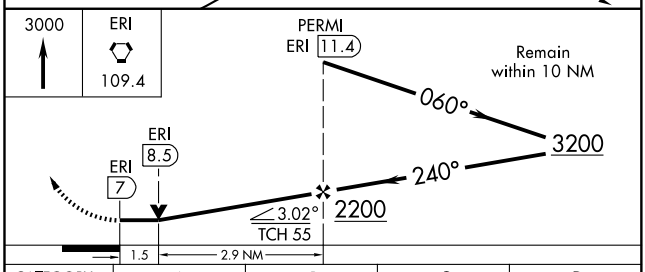
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1260-½ 528 (600-½) | | 1260-1 528 (600-1) | 1260-1¼ 528 (600-1¼) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC ERI 109.4 Chan 31 | APP CRS 060° | Rwy ldg 6500 TDZE 733 Apt Elev 733 |
|---|---|---|

# VOR RWY 6

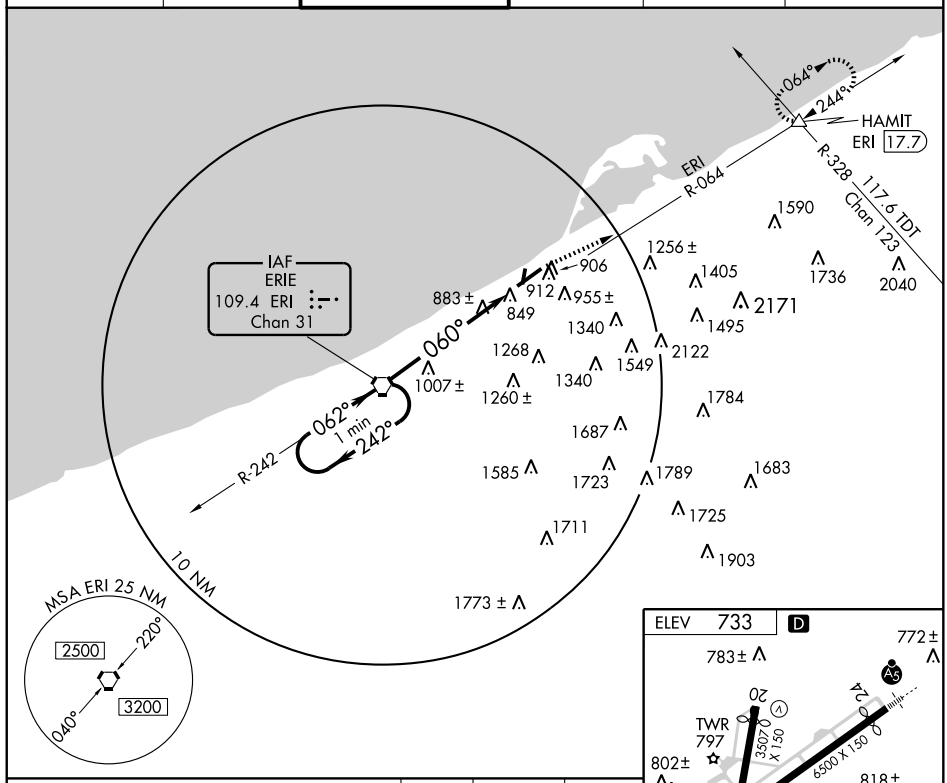
## ERIE INTL/TOM RIDGE FIELD (ERI)

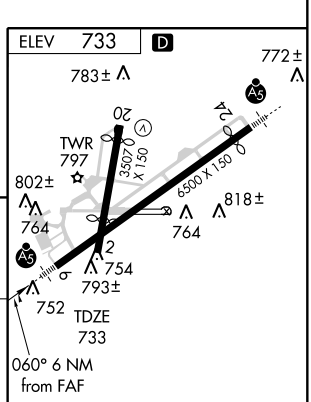
Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats. A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats. A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

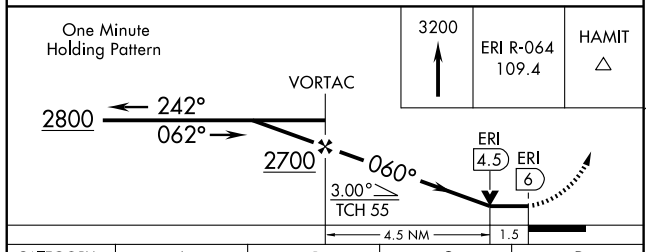
MALSR A5

MISSED APPROACH: Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




HIRL Rwy 6-24 L
MIRL Rwy 2-20

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1260/40 527 (600- ¾) | | 1260/50 527 (600-1) | 1260/60 527 (600-1¼) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 2500 |
|---|---|---|
| 051° | TDZE | 1209 |
| | Apt Elev | 1209 |

# RNAV (GPS) RWY 4

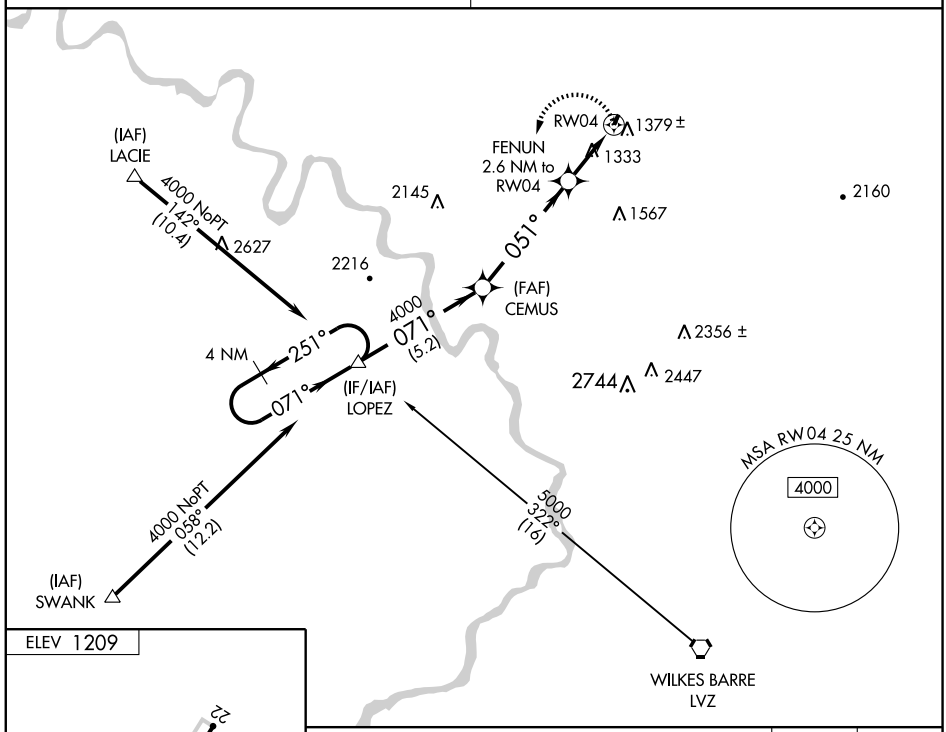
## FACTORYVILLE/ SEAMANS FIELD (9N3)

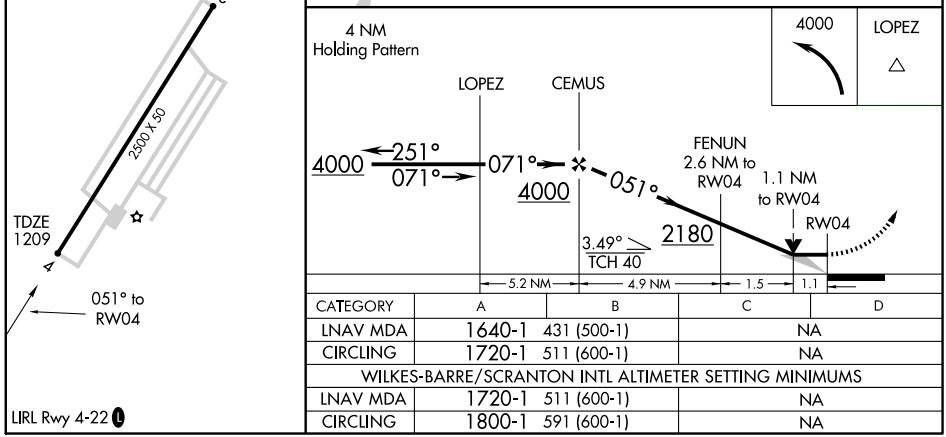
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

| WILKES-BARRE APP CON | UNICOM |
|---|---|
| 124.5 256.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 431 (500-1) | | NA | |
| CIRCLING | 1720-1 511 (600-1) | | NA | |
| WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1720-1 511 (600-1) | | NA | |
| CIRCLING | 1800-1 591 (600-1) | | NA | |

# COPTER NDB Y-289°

| NDB BZJ | APCH CRS | Rwy ldg | N/A |
|---|---|---|---|
| 328 | 289° | TDZE | N/A |
| | | Arpt Elev | 488 |

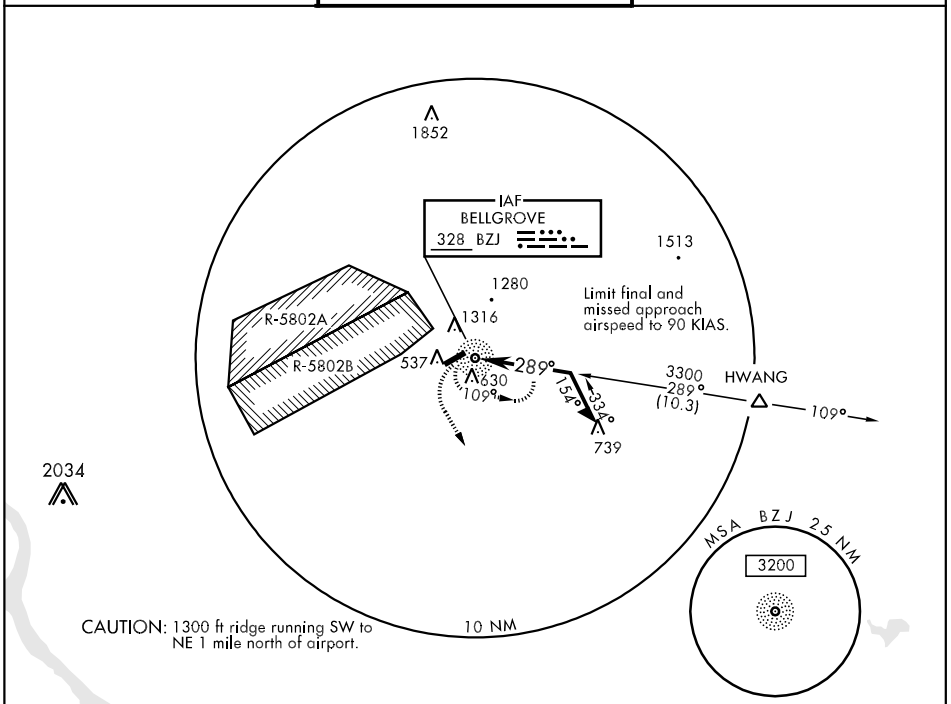
AL-6422 [USA]

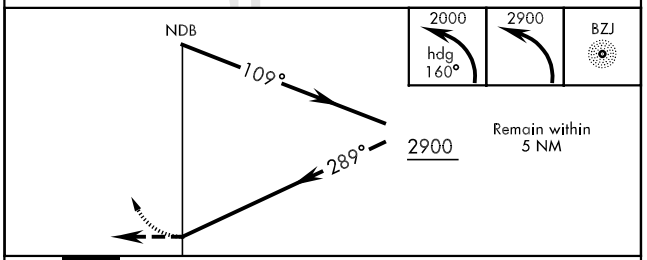
MUIR AAF (KMUI)

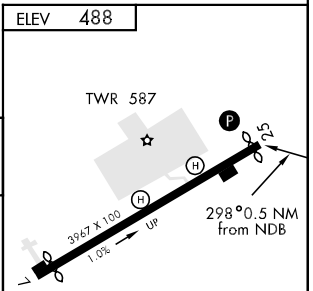
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

| HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|
| 118.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |




Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

| CATEGORY | COPTER |
|---|---|
| H-289° | 1040- ¾ 501 (600-¾) |

# COPTER NDB Z-289°

| NDB BZJ | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 328 | 289° | N/A / N/A / 488 |

AL-6422 [USA]

MUIR AAF (KMUI)

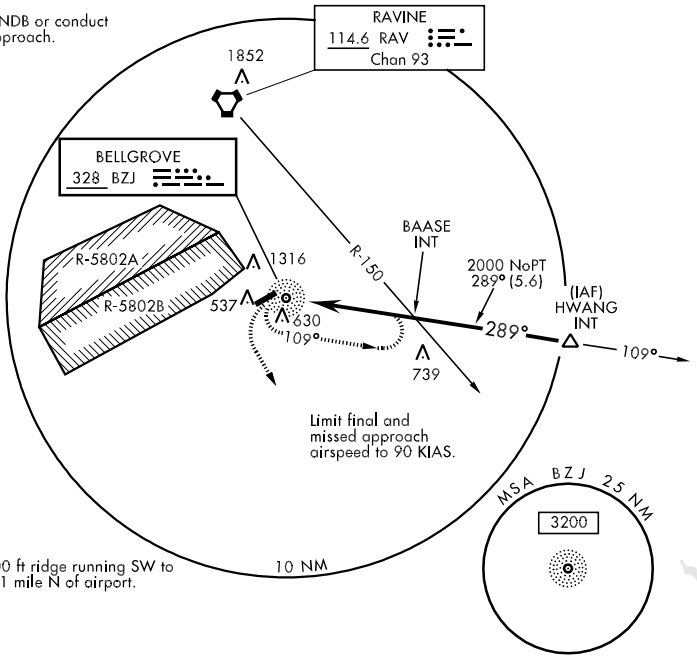
VOR receiver required for this approach.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

| HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|
| 118.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |

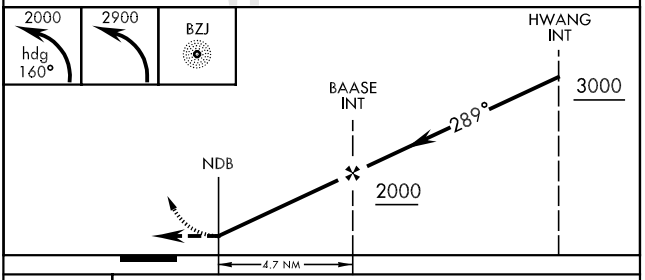
Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

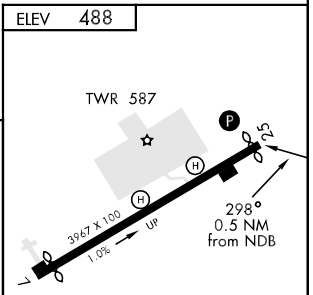
Proceed VFR from BZJ NDB or conduct the specified missed approach.




2034

CAUTION: 1300 ft ridge running SW to NE 1 mile N of airport.




Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

| CATEGORY | A | | |
|---|---|---|---|
| H-289° | 1000-¾ | 461 | (500-¾) |

# COPTER RNAV (GPS) RWY 25

| APCH CRS | Rwy ldg | 3867 |
|---|---|---|
| 278° | TDZE | 488 |
| | Arpt Elev | 488 |

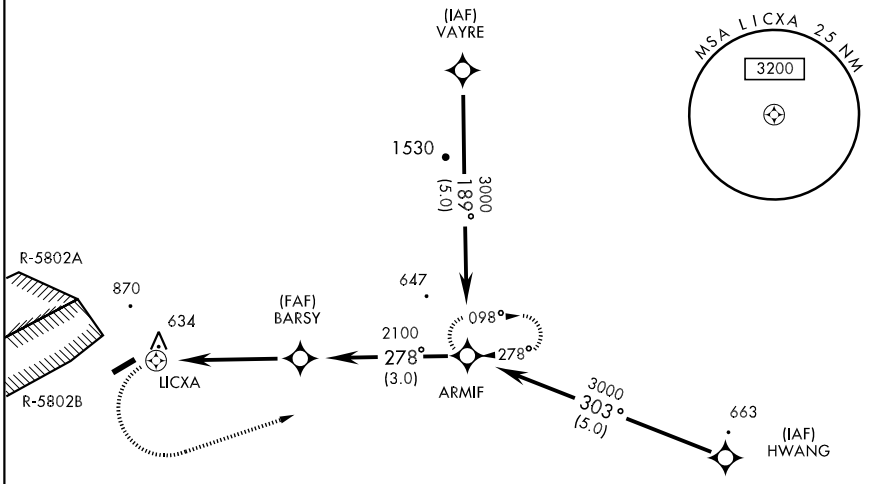
AL-6422 [USA]

MUIR AAF (KMUI)

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.
DME/DME RNP-0.3 NA.

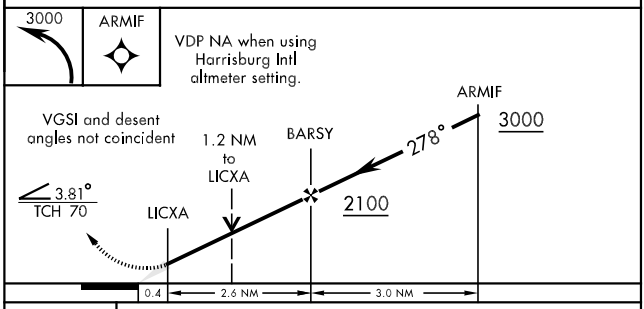
MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

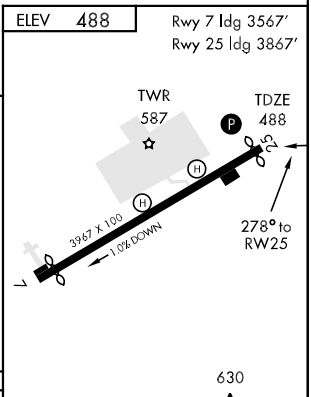
| HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|
| 118.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |



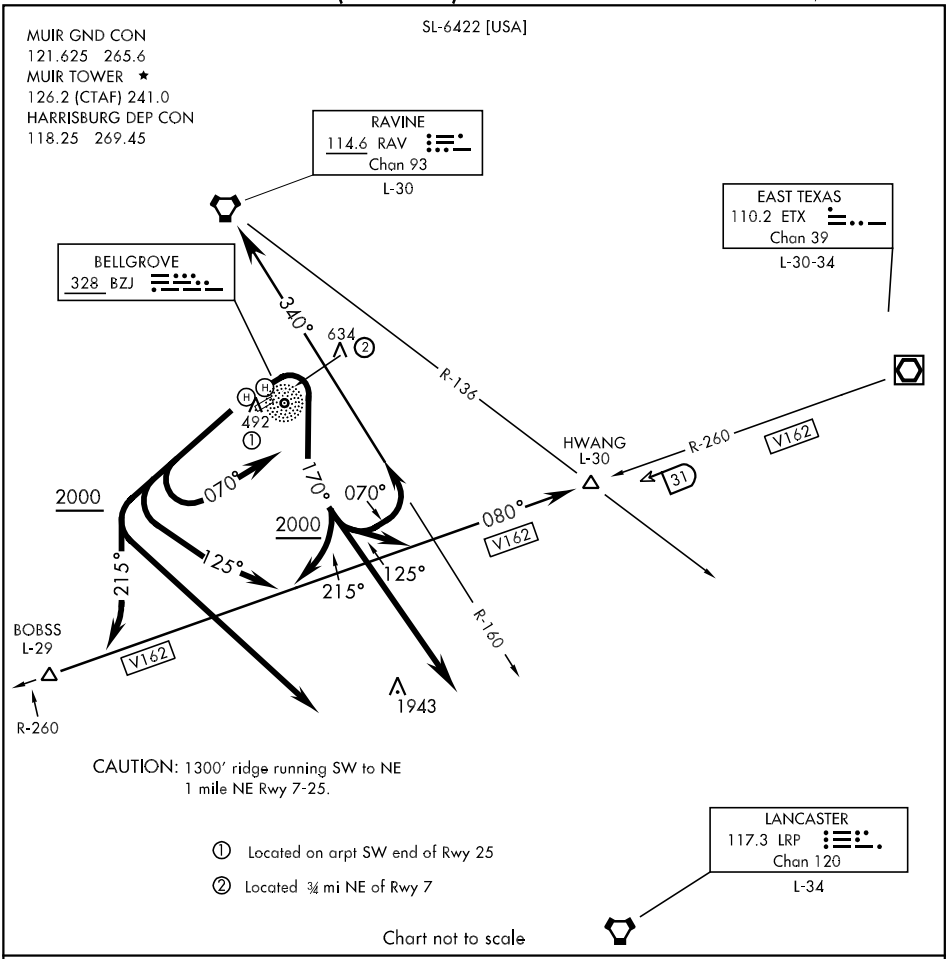

Limit final and missed approach airspeed to 90 KIAS.

Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.




| CATEGORY | COPTER |
|---|---|
| H-25 | 1060 - ½ 572 (600 -½) |




## DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

| NDB BZJ | APCH CRS | Rwy ldg / TDZE / Arpt Elev | |
|---|---|---|---|
| 328 | 289° | | N/A / N/A / 488 |

AL-6422 [USA]

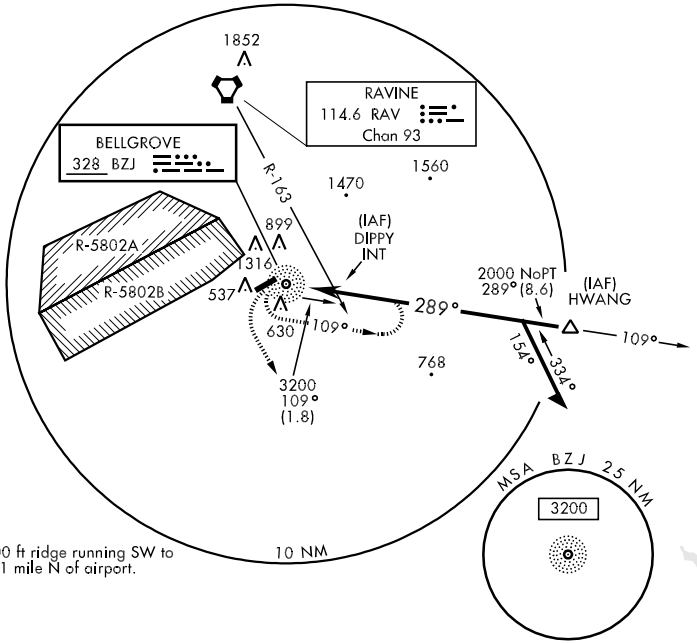
MUIR AAF (KMUI)

* Circling N Rwy 7-25 not authorized.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

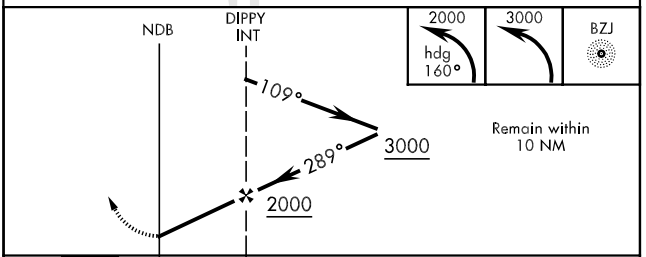
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

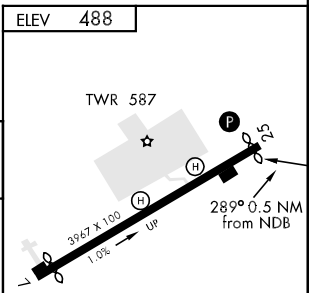
| HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|
| 118.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.




CAUTION: 1300 ft ridge running SW to NE 1 mile N of airport.




Rwy 7 ldg 3567′ 630
Rwy 25 ldg 3867′
MIRL Rwy 7-25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1420-1 ¼ 932 (1000-1 ¼) | | N/A | |

# RNAV (GPS)-B

| APCH CRS | Rwy ldg | N/A |
|---|---|---|
| 054° | TDZE | N/A |
| | Arpt Elev | 488 |

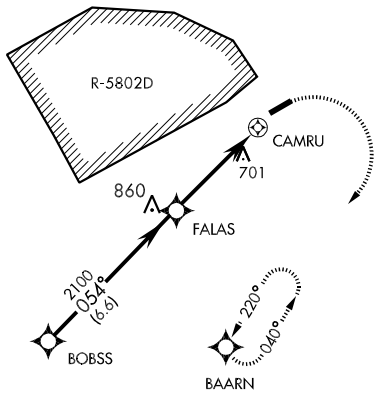
AL-6422 [USA]

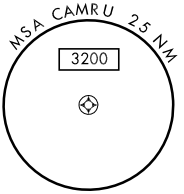
MUIR AAF (KMUI)

DME/DME RNP-0.3 NA.
* Circling N/A N of RWY 7/25.

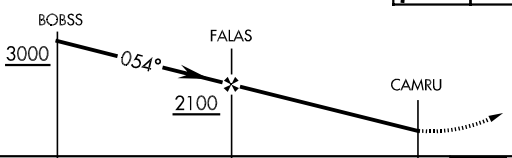
MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

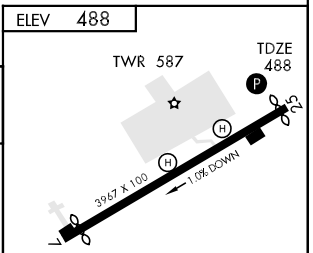
| HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|
| 118.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |




RADAR REQUIRED




Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1100-1 612 (700-1) | | 1100-1¾ 612 (700-1¾) | NA |
| HARRISBURG, PA ALTIMETER SETTING MINIMA | | | | |
| CIRCLING * | 1180-1 692 (700-1) | | 1180-1¾ 692 (700-1¾) | NA |

| LOC I-FKL | APP CRS | Rwy ldg | 5200 |
|---|---|---|---|
| 110.5 | 207° | TDZE | 1540 |
| | | Apt Elev | 1540 |

# ILS or LOC RWY 21

## FRANKLIN/ VENANGO RGNL (FKL)

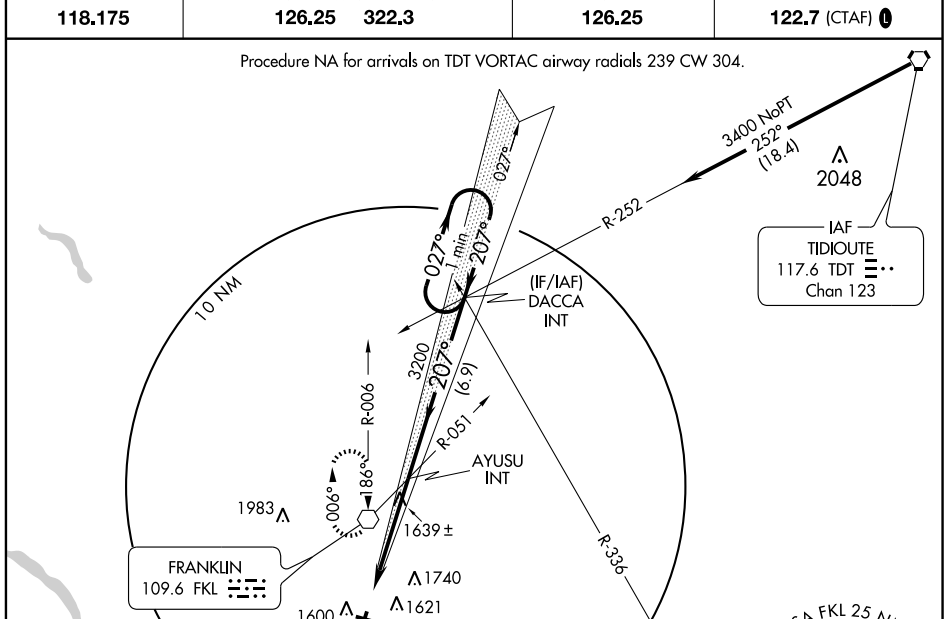
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

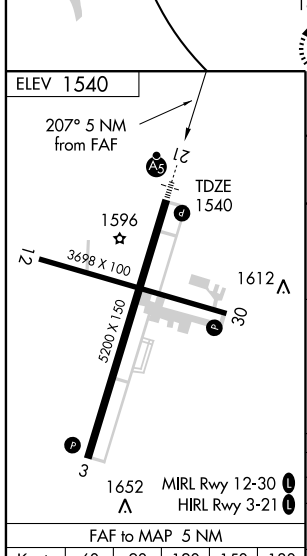
MALSR

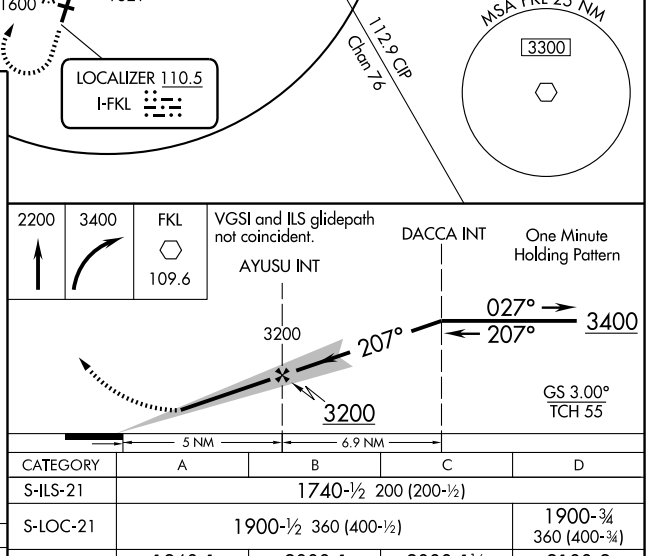
MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-21 | 1740-½ 200 (200-½) | | | |
| S-LOC-21 | 1900-½ 360 (400-½) | | | 1900-¾ 360 (400-¾) |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 027° | Rwy ldg | 5200 |
| | TDZE | 1540 |
| | Apt Elev | 1540 |

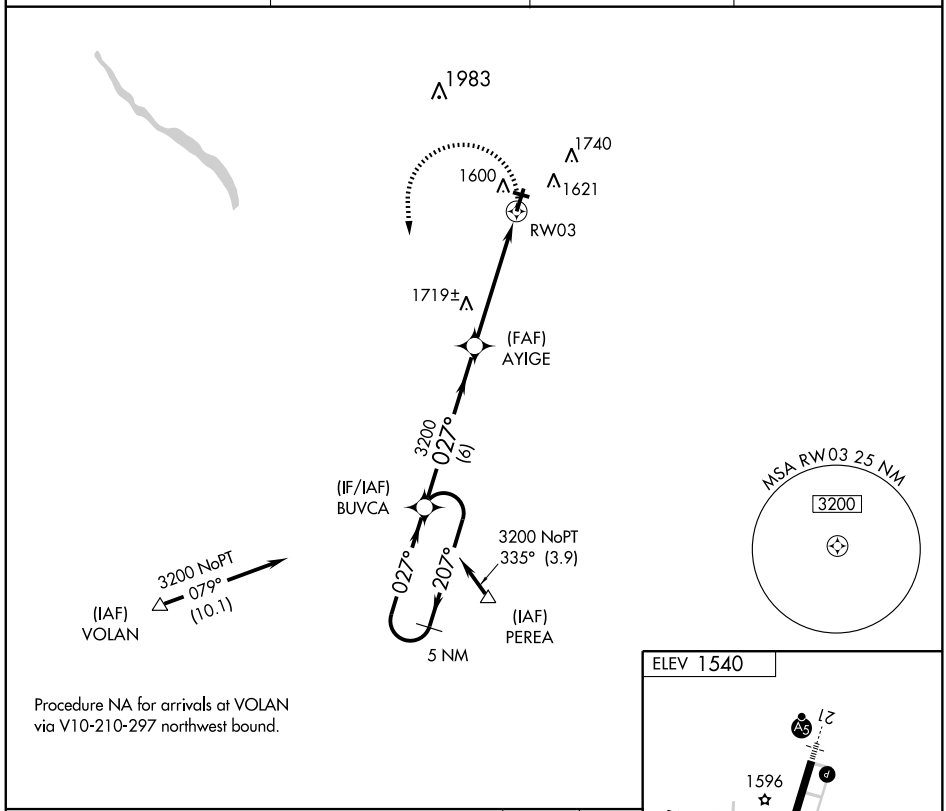
# RNAV (GPS) RWY 3

## FRANKLIN/ VENANGO RGNL (FKL)

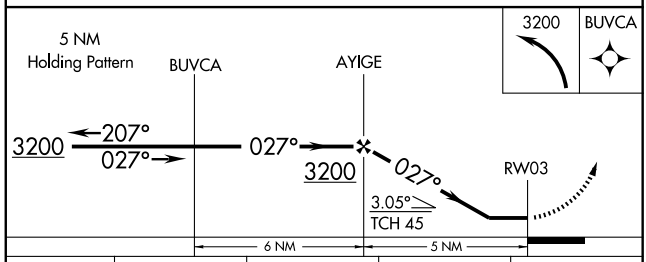
When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

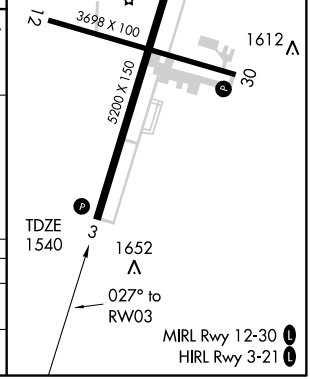
MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |




Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1980-1 440 (500-1) | | 1980-1¼ 440 (500-1¼) | 1980-1½ 440 (500-1½) |
| CIRCLING | 1980-1 440 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77501 W21A | APP CRS 207° | Rwy ldg 5200<br>TDZE 1540<br>Apt Elev 1540 |
|---|---|---|

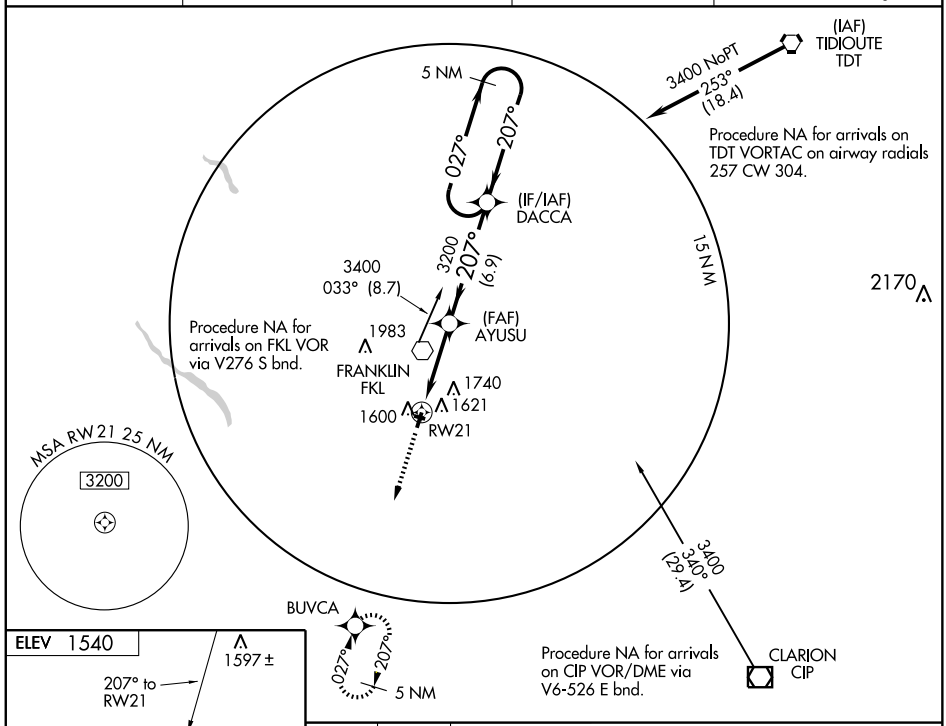
# RNAV (GPS) RWY 21
## FRANKLIN/ VENANGO RGNL (FKL)

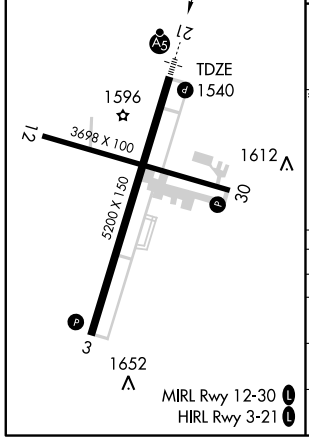
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

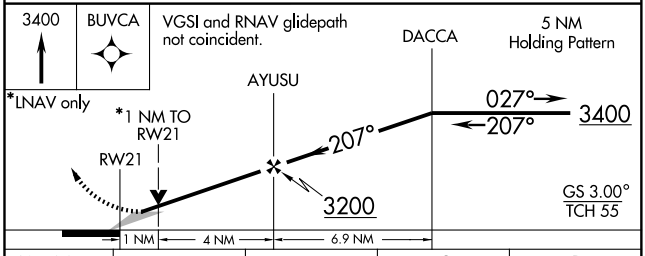
MALSR

MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

| AWOS-3 | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 126.25 322.3 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1803-½ 263 (300-½) | | | |
| LNAV/ VNAV DA | 1901- ¾ 361 (400-¾) | | | |
| LNAV MDA | 1900-½ 360 (400-½) | | | 1900-1 360 (400-1) |
| CIRCLING | 1960-1¼ 420 (500-1¼) | 2000-1¼ 460 (500-1¼) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR FKL | APP CRS | Rwy ldg | 5200 |
|---|---|---|---|
| 109.6 | 010° | TDZE | 1540 |
| | | Apt Elev | 1540 |

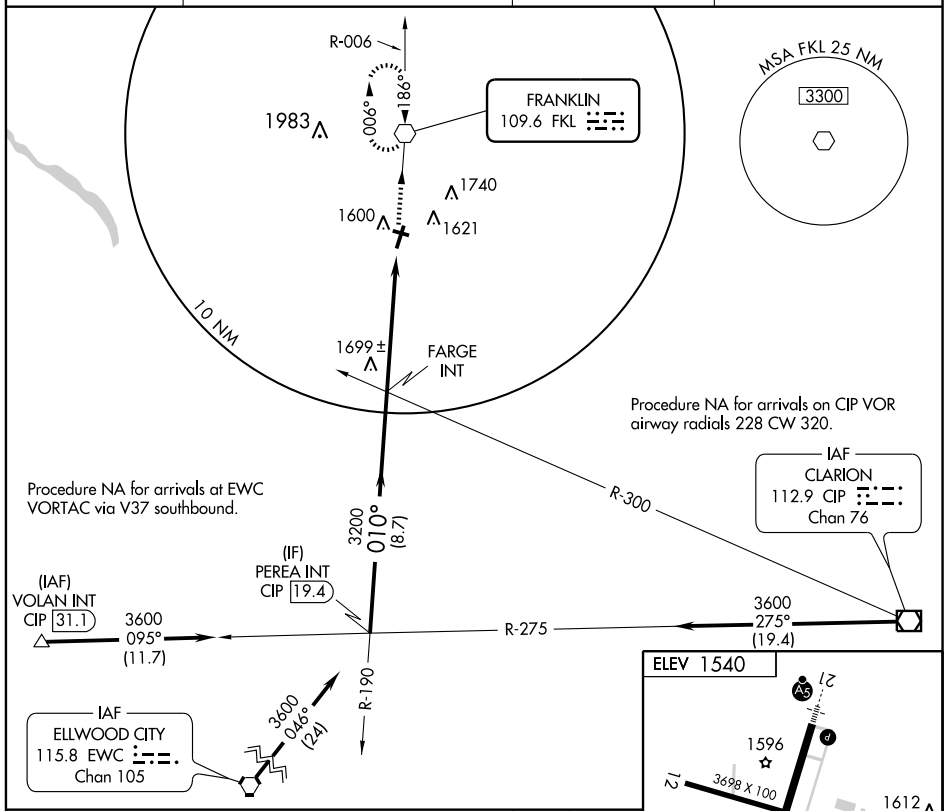
# VOR RWY 3

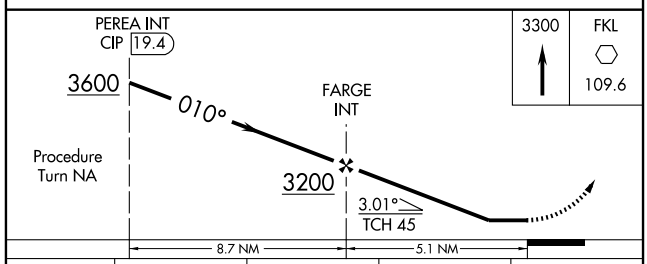
## FRANKLIN/ VENANGO RGNL (FKL)

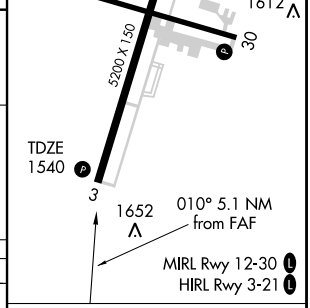
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1960-1 420 (500-1) | | 1960-1¼ 420 (500-1¼) | |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR FKL | APP CRS | Rwy ldg | 5200 |
|---|---|---|---|
| 109.6 | 187° | TDZE | 1540 |
| | | Apt Elev | 1540 |

# VOR RWY 21

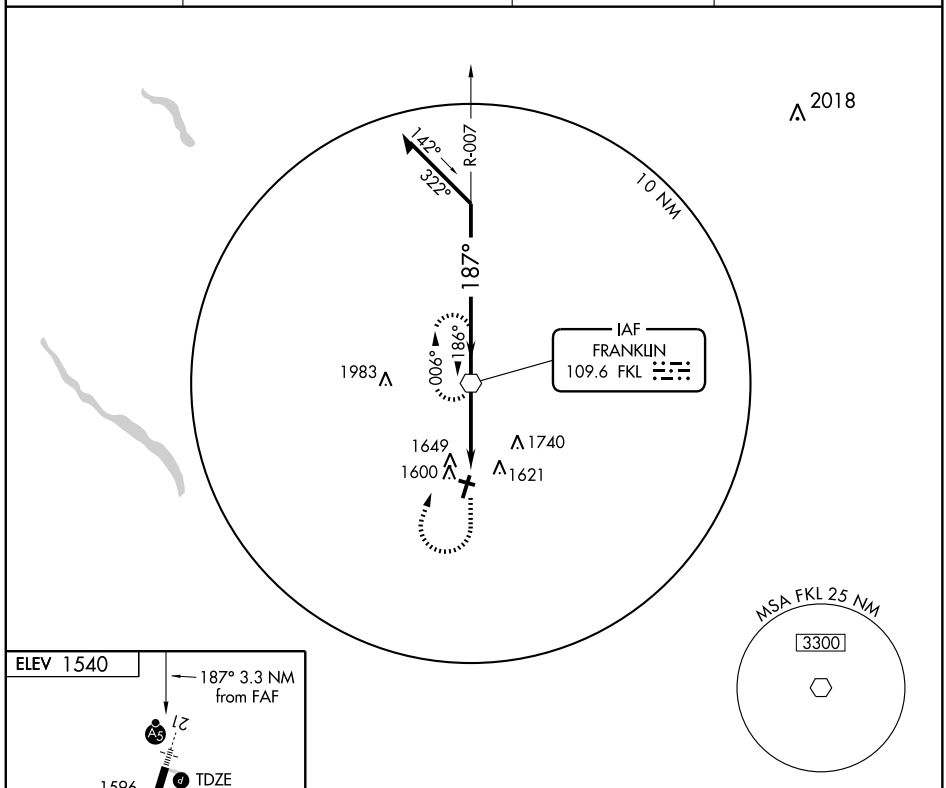
## FRANKLIN/ VENANGO RGNL (FKL)

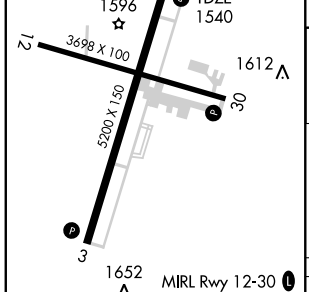
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Inoperative table does not apply.

MALSR

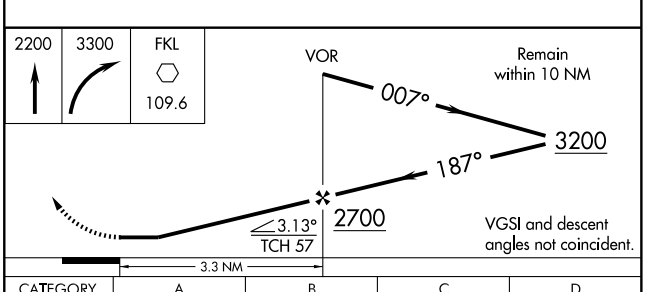
MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |




| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1900-1 360 (400-1) | | | 1900-1¼ 360 (400-1¼) |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC YNG 109.0 Chan 27 | APP CRS 067° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1202 |
|---|---|---|

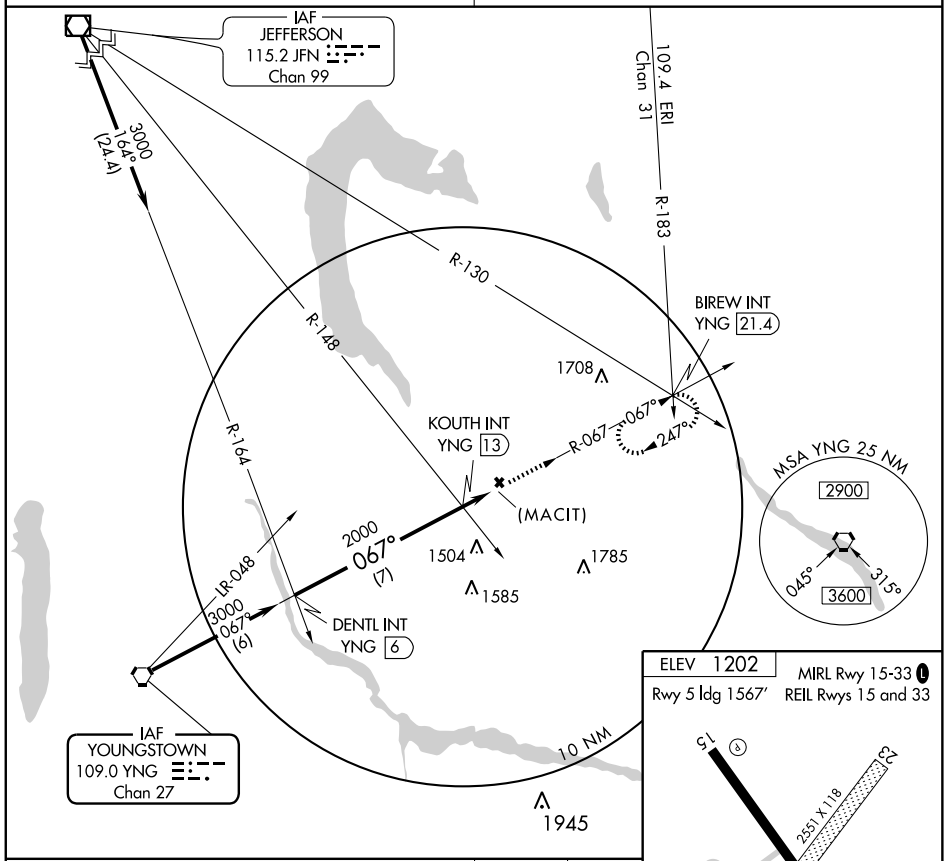
# VOR or GPS-A
## GREENVILLE MUNI (4G1)

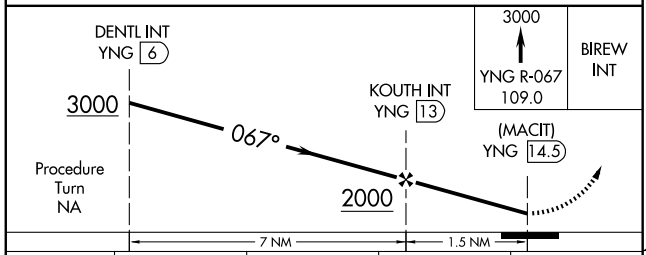
NA Use Youngstown altimeter setting.

MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

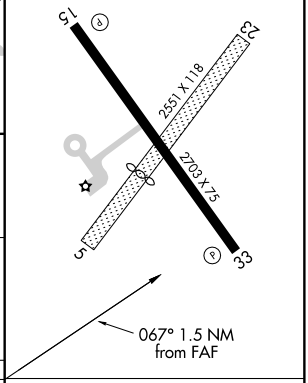
YOUNGSTOWN APP CON ★
**133.95 322.3**

UNICOM
**122.8** (CTAF) L




ELEV 1202
Rwy 5 ldg 1567′
MIRL Rwy 15-33 L
REIL Rwys 15 and 33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1720-1 523 (600-1) | | NA | NA |

| FAF to MAP 1.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3910 |
|---|---|---|
| 101° | TDZE | 1371 |
| | Apt Elev | 1371 |

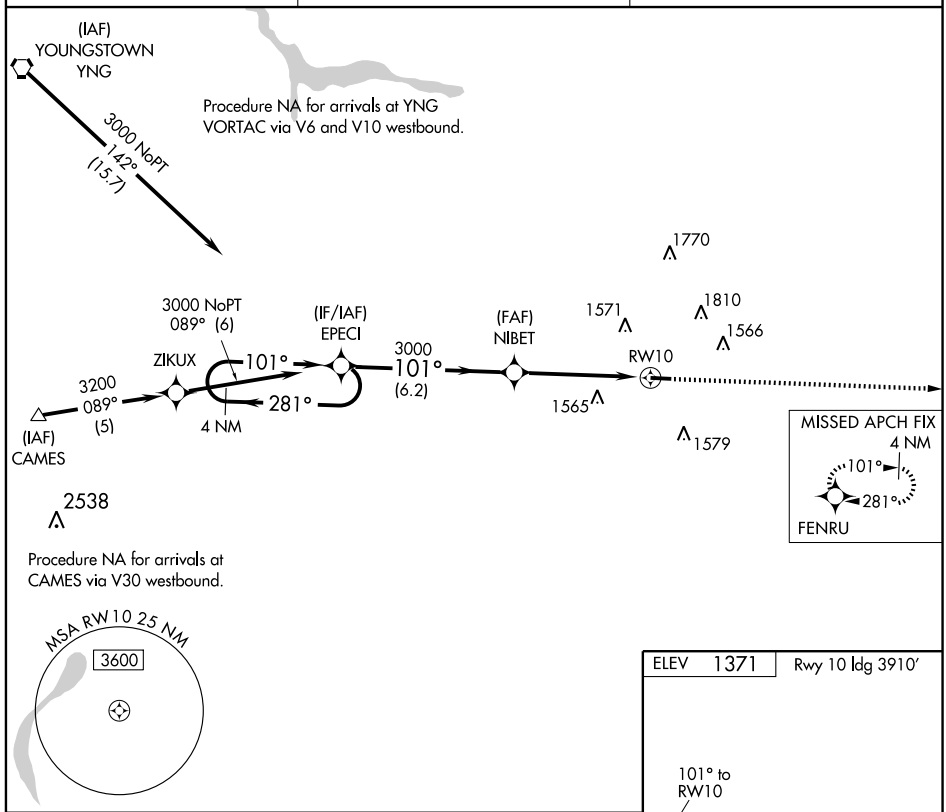
# RNAV (GPS) RWY 10
## GROVE CITY (29D)

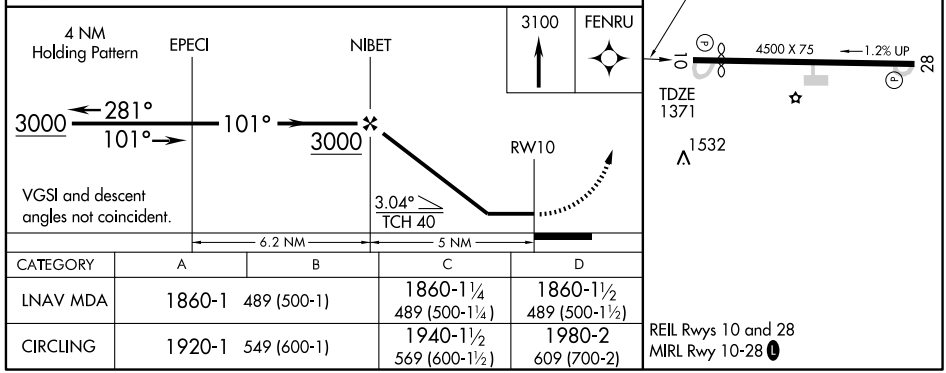
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct FENRU and hold

| FRANKLIN AWOS-3 | YOUNGSTOWN APP CON * | UNICOM |
|---|---|---|
| 118.175 | 133.95 322.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 489 (500-1) | | 1860-1¼ 489 (500-1¼) | 1860-1½ 489 (500-1½) |
| CIRCLING | 1920-1 549 (600-1) | | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4500 |
|---|---|---|
| 281° | TDZE | 1350 |
| | Apt Elev | 1371 |

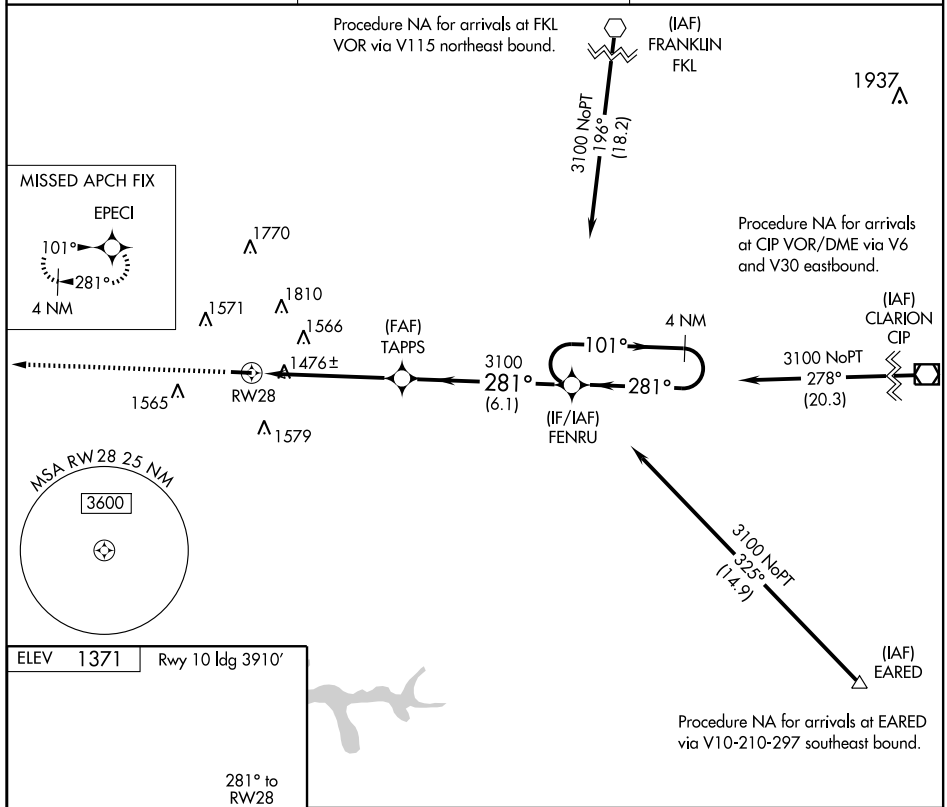
# RNAV (GPS) RWY 28
## GROVE CITY (29D)

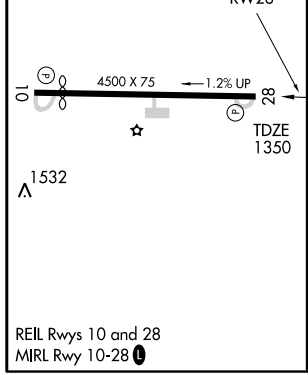
NA

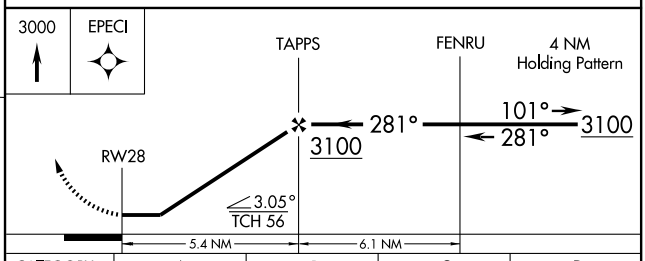
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPECI and hold.

| FRANKLIN AWOS-3 | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|
| 118.175 | 133.95 322.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 510 (500-1) | | 1860-1½ 510 (500-1½) | |
| CIRCLING | 1920-1 549 (600-1) | | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC EWC 115.8 Chan 105 | APP CRS 014° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1371 |
|---|---|---|

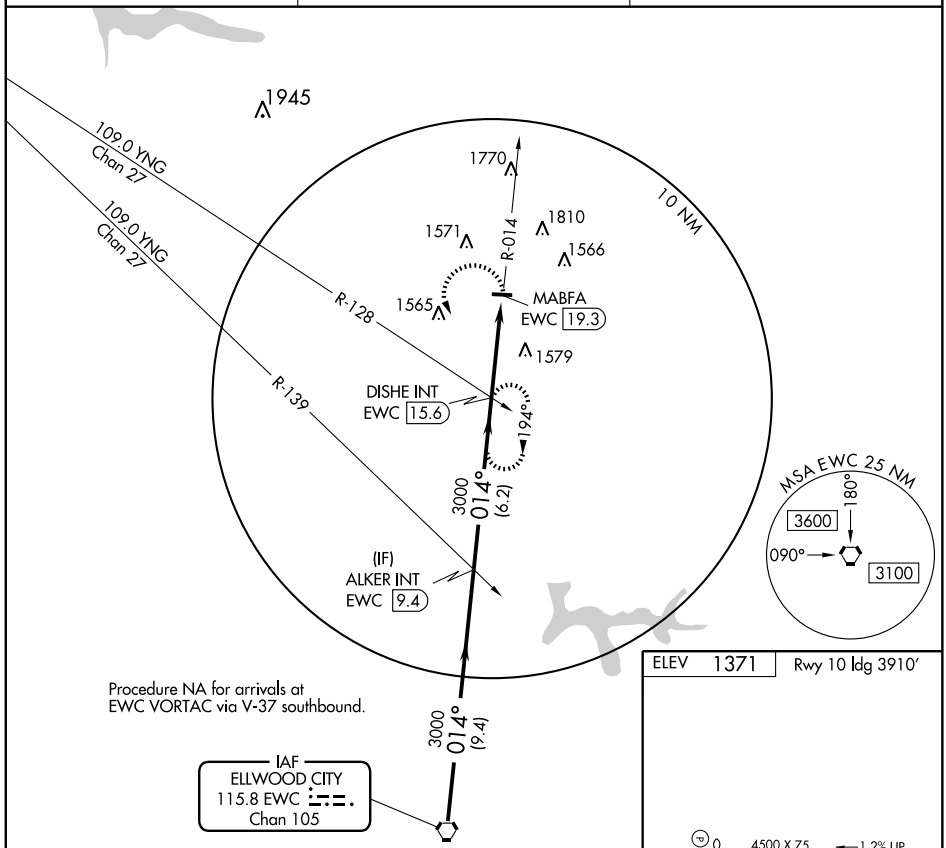
# VOR-A
## GROVE CITY (29D)

T
A NA

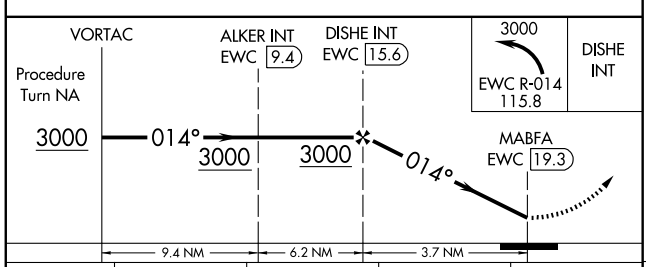
Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

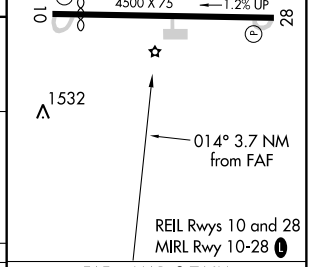
MISSED APPROACH: Climbing left turn to 3000 via EWC R-014 to DISHE Int/15.6 DME and hold, continue climb-in-hold to 3000.

| FRANKLIN AWOS-3 | YOUNGSTOWN APP CON * | UNICOM |
|---|---|---|
| 118.175 | 133.95 322.3 | 122.7 (CTAF) L |




Procedure NA for arrivals at EWC VORTAC via V-37 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1920-1 549 (600-1) | | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

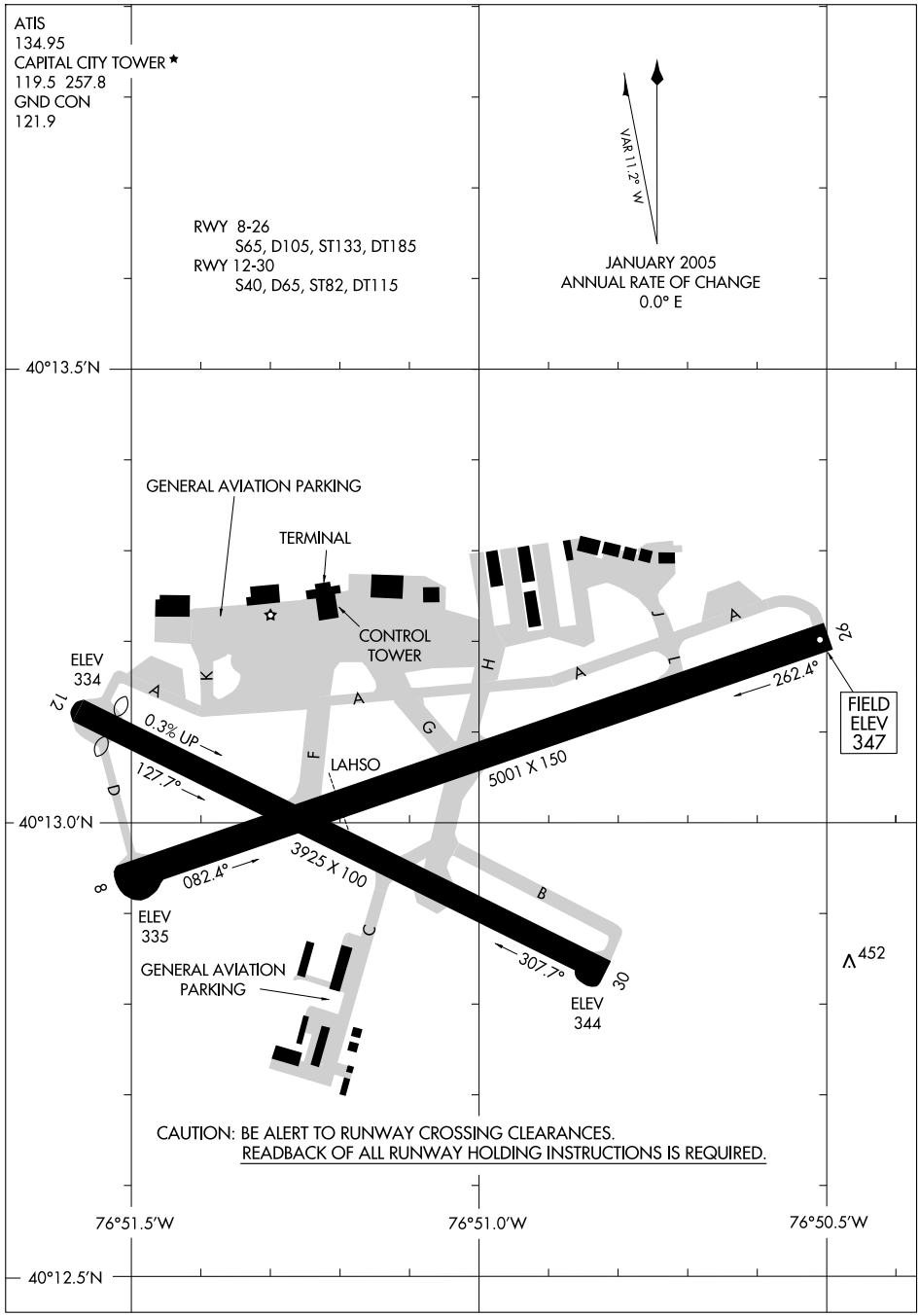
| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

NE-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA




NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-CXY | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| 109.1 | 082° | TDZE | 342 |
| | | Apt Elev | 347 |

# ILS or LOC RWY 8

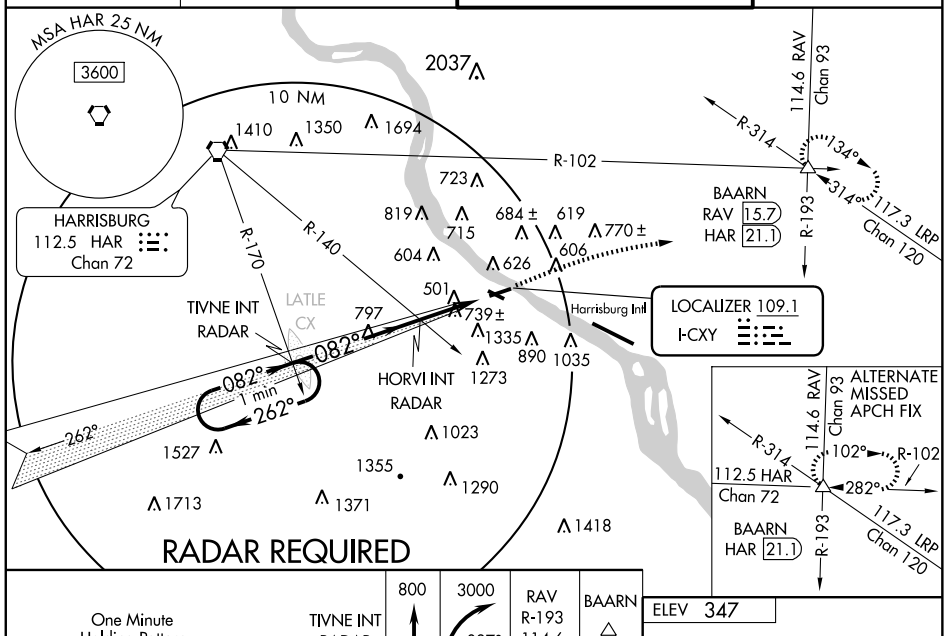
## HARRISBURG / CAPITAL CITY (CXY)

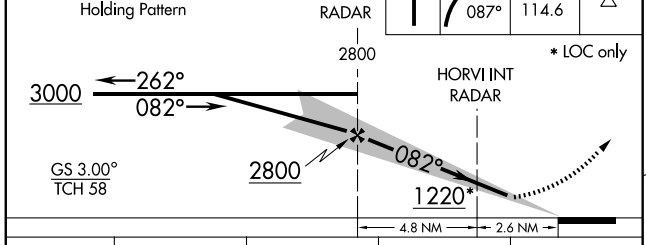
Circling to Rwy 12-30 NA at night.
Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

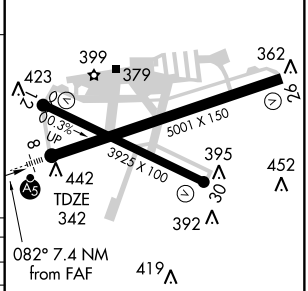
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/ RAV 15.7 DME and hold.

| ATIS | HARRISBURG APP CON | CAPITOL CITY TOWER ★ | GND CON |
|---|---|---|---|
| 134.95 | 124.1 273.525 | 119.5 (CTAF) L 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 592-¾ 250 (300-¾) | | | |
| S-LOC 8 | 1220-¾ 878 (900-¾) | | 1220-2 878 (900-2) | 1220-2¼ 878 (900-2¼) |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 1353 (1400-3) | |
| HORVI FIX MINIMUMS | | | | |
| S-LOC 8 | 1000-¾ 658 (700-¾) | | 1000-1¼ 658 (700-1¼) | 1000-1½ 658 (700-1½) |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 1353 (1400-3) | |

REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L

| FAF to MAP 7.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

NE-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70610 W08A | APP CRS 082° | Rwy ldg 5001<br>TDZE 342<br>Apt Elev 347 |
|---|---|---|

# RNAV (GPS) RWY 8

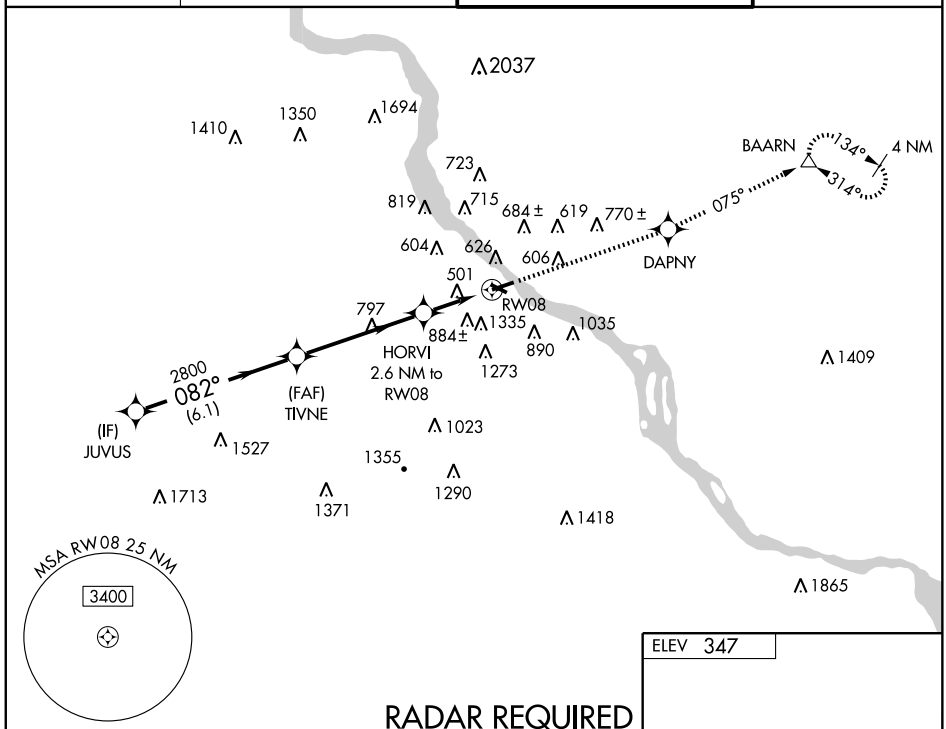
## HARRISBURG / CAPITAL CITY (CXY)

Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

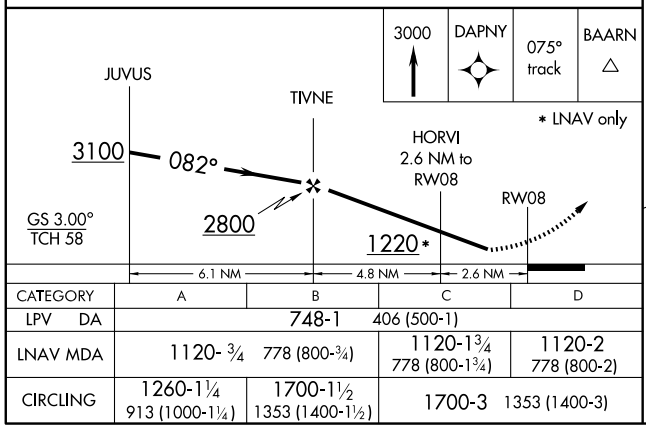
MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

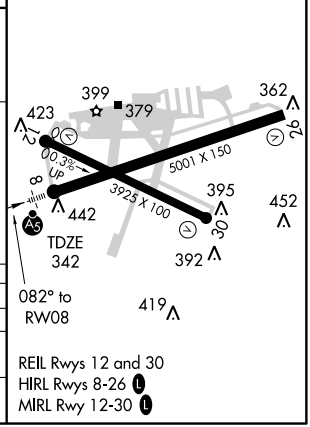
| ATIS | HARRISBURG APP CON | CAPITOL CITY TOWER ★ | GND CON |
|---|---|---|---|
| 134.95 | 124.1 273.525 | 119.5 (CTAF) L 257.8 | 121.9 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 748-1 406 (500-1) | | | |
| LNAV MDA | 1120-¾ 778 (800-¾) | | 1120-1¾ 778 (800-1¾) | 1120-2 778 (800-2) |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 1353 (1400-3) | |




REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L

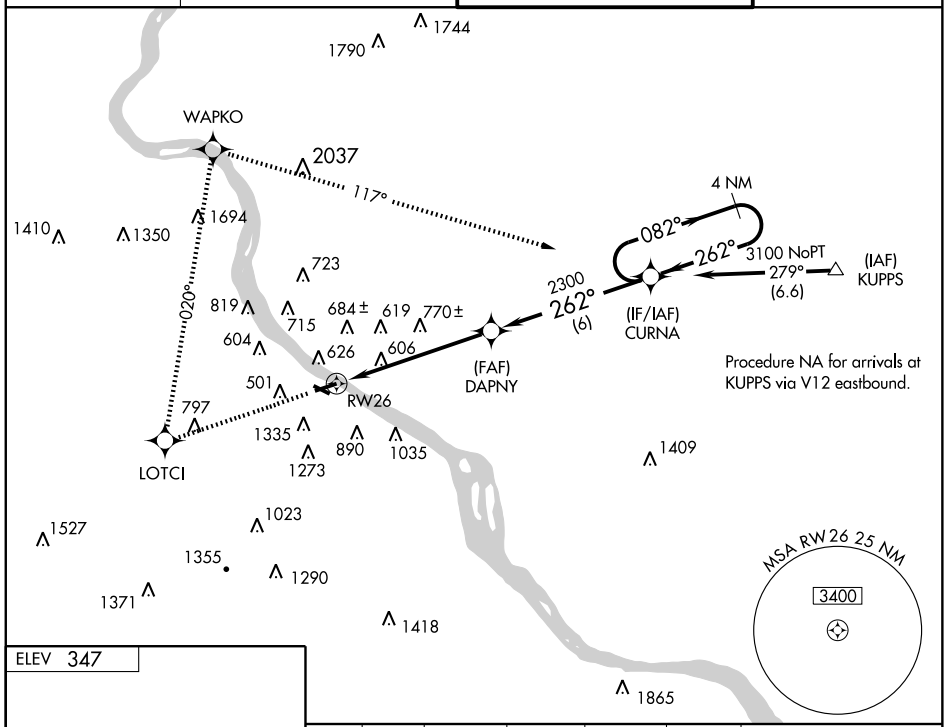
| WAAS CH 86800 W26A | APP CRS 262° | Rwy ldg 5001<br>TDZE 347<br>Apt Elev 347 |
|---|---|---|

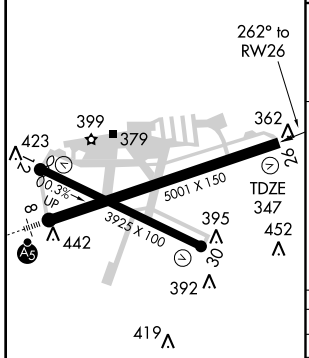
# RNAV (GPS) RWY 26
## HARRISBURG / CAPITAL CITY (CXY)

When local altimeter setting not received, use Harrisburg Intl altimeter setting.
Procedure NA at night. DME/DME RNP-0.3 NA.

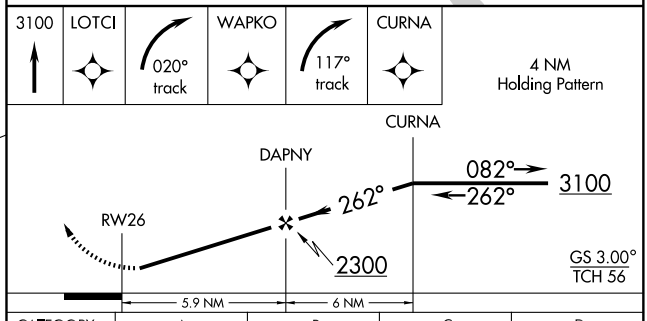
MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

| ATIS | HARRISBURG APP CON | CAPITOL CITY TOWER ★ | GND CON |
|---|---|---|---|
| 134.95 | 124.1 273.525 | 119.5 (CTAF) L 257.8 | 121.9 |




REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L



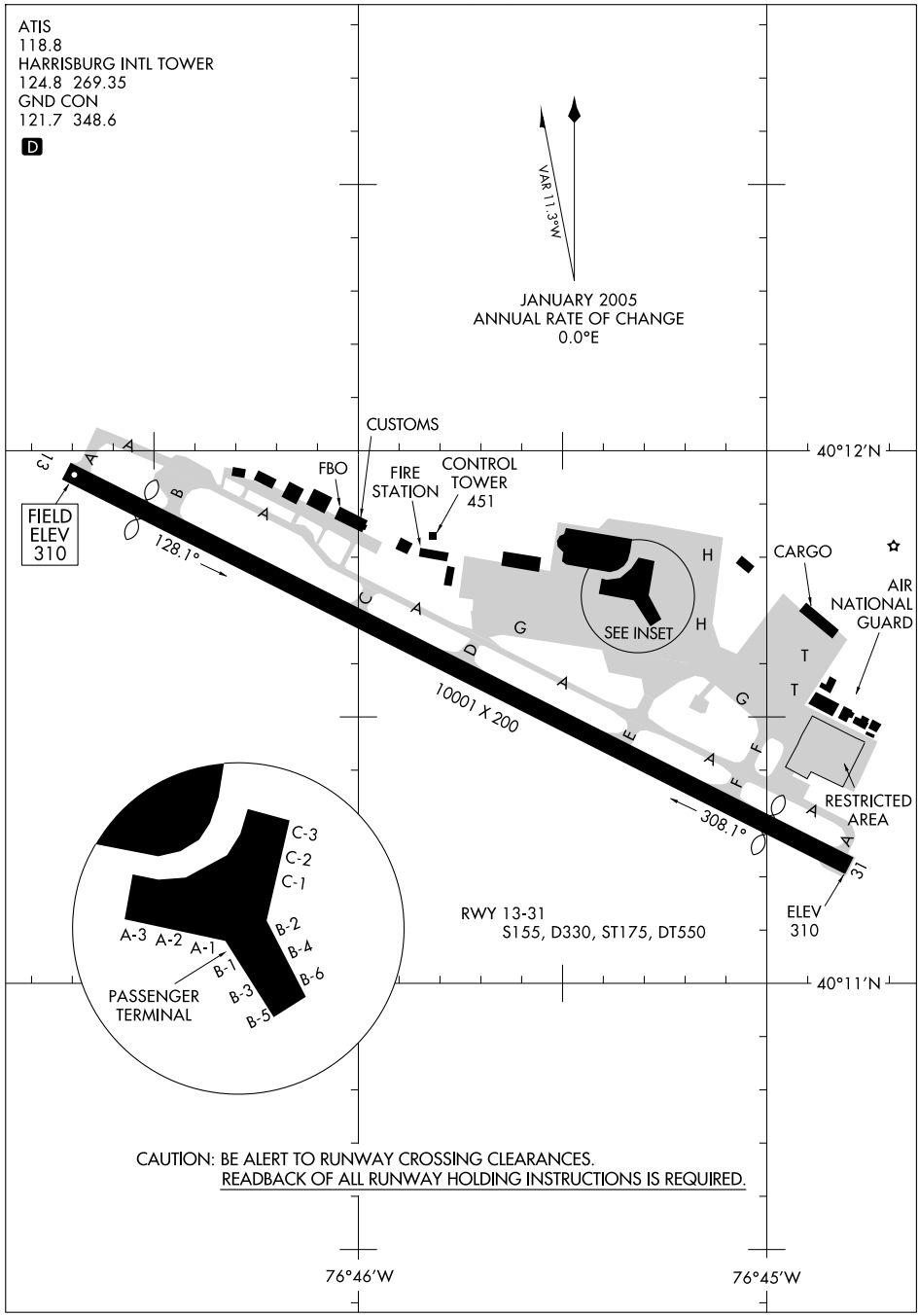

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 846-1¾ 499 (500-1¾) | | | |
| LNAV MDA | 1460-1¼ 1113 (1200-1¼) | 1460-1½ 1113 (1200-1½) | 1460-3 1113 (1200-3) | |
| CIRCLING | 1460-1¾ 1113 (1200-1¾) | 1700-1¾ 1353 (1400-1¾) | 1700-3 1353 (1400-3) | |

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA




NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-MDT | APP CRS | Rwy ldg | 8070 |
|---|---|---|---|
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

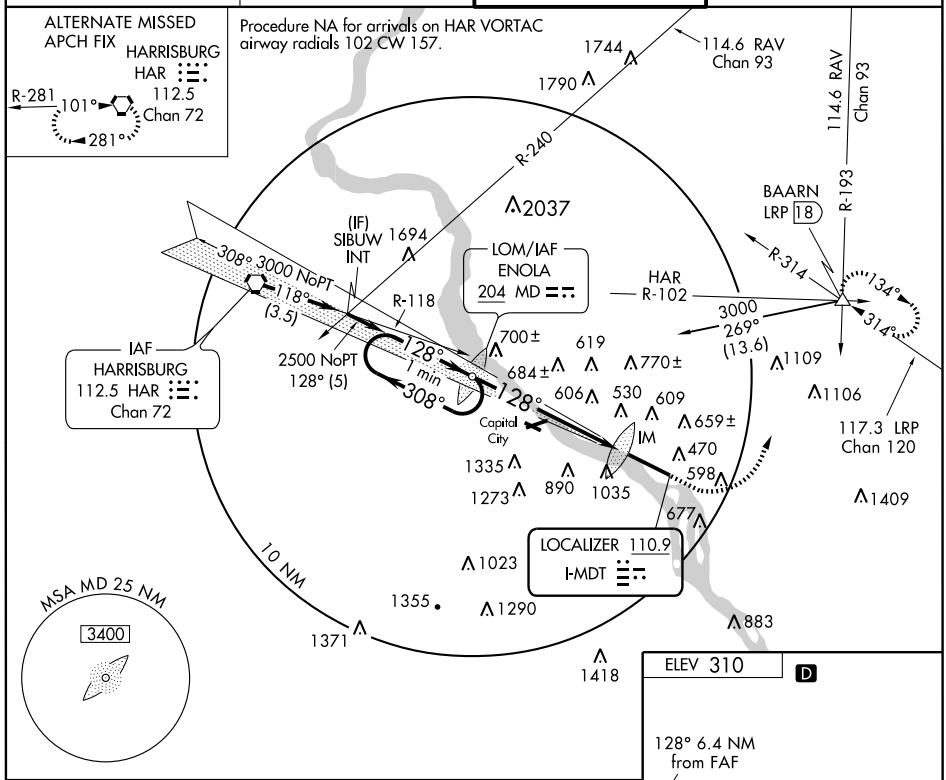
# ILS or LOC RWY 13
## HARRISBURG INTL (MDT)

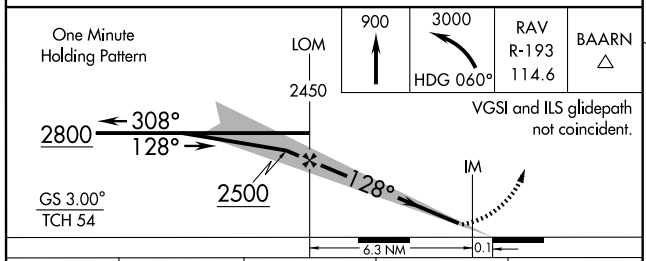
Circling NA south of Rwy 13-31.

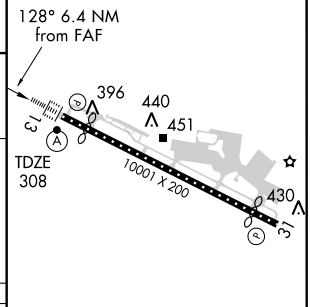
ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 508/18 200 (200-½) | | | |
| S-LOC 13 | 900/24 592 (600-½) | | 900/50 592 (600-1) | 900/60 592 (600-1¼) |
| CIRCLING | 900 - 1 590 (600-1) | | 920 - 1¾ 610 (700-1¾) | 980 - 2 670 (700-2) |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

NE-4. 14 JAN 2010 to 11 FEB 2010

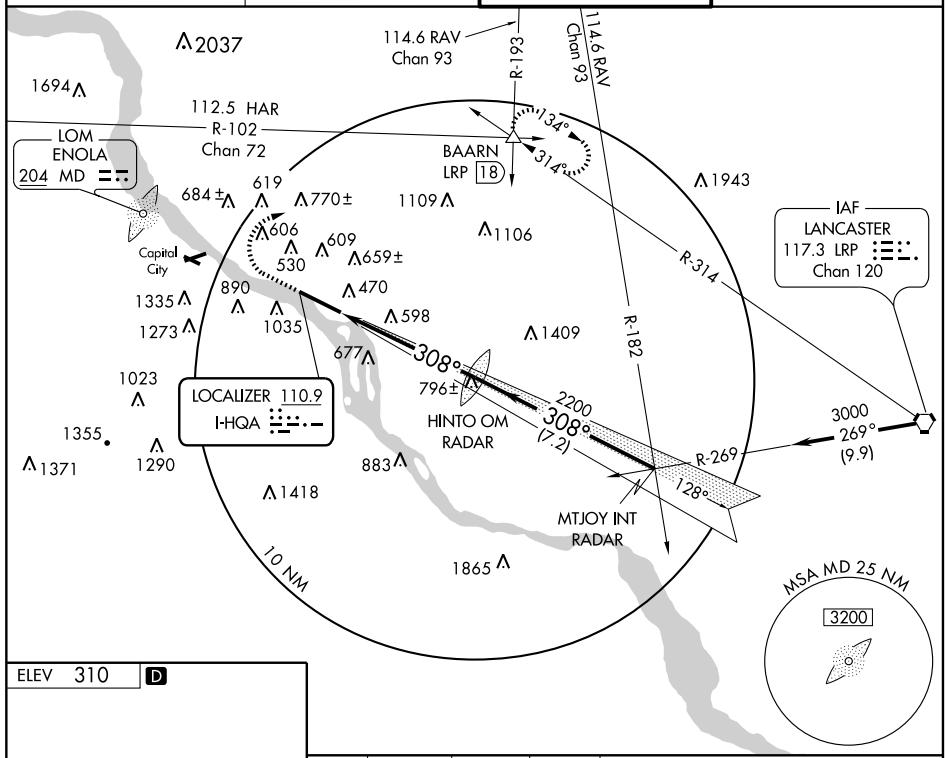
| LOC I-HQA | APP CRS | Rwy ldg | 8132 |
|---|---|---|---|
| 110.9 | 308° | TDZE | 308 |
| | | Apt Elev | 310 |

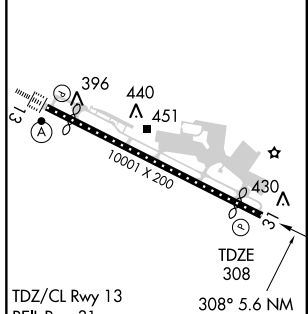
# ILS or LOC RWY 31
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

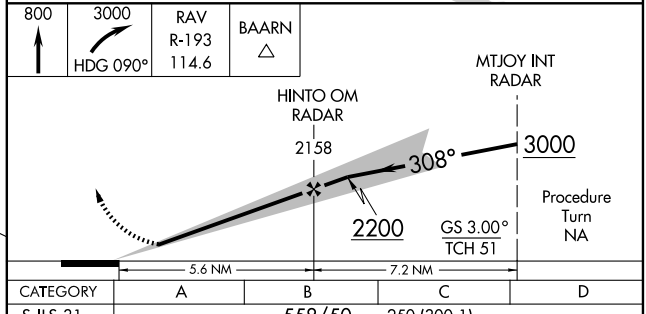
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 558/50 | | 250 (300-1) | |
| S-LOC 31 | 920/50 | 612 (700-1) | 920-1¾<br>612 (700-1¾) | 920 - 2<br>612 (700-2) |
| CIRCLING | 920 - 1 | 610 (700-1) | 920-1¾<br>610 (700-1¾) | 980 - 2<br>670 (700-2) |

| LOC I-MDT | APP CRS | Rwy ldg | 8070 |
|---|---|---|---|
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

# ILS RWY 13 (CAT II)
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX HARRISBURG HAR 112.5 Chan 72 R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

114.6 RAV Chan 93

R-240 R-193 R-314 R-118 R-102

BAARN LRP 18

(IF) SIBUW INT

LOM/IAF ENOLA 204 MD

HAR

IAF HARRISBURG 112.5 HAR Chan 72

308° 3000 NoPT 118° (3.5)

2500 NoPT 128° (5)

128° 1 min 308°

128°

3000 269° (13.6)

134° 314°

117.3 LRP Chan 120

Capital City

IM

LOCALIZER 110.9 I-MDT

10 NM

MSA MD 25 NM 3400

ELEV 310 D

One Minute Holding Pattern

| 900 | 3000 HDG 060° | RAV R-193 114.6 | BAARN |
|---|---|---|---|

LOM 2450

2800 308° 128°

2500

128°

DH RA101

IM

308 MSL

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 54

6.3 NM 868' 1081'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | RA 101/12 100 DA 408 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-MDT | APP CRS | Rwy ldg | 8070 |
|---|---|---|---|
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

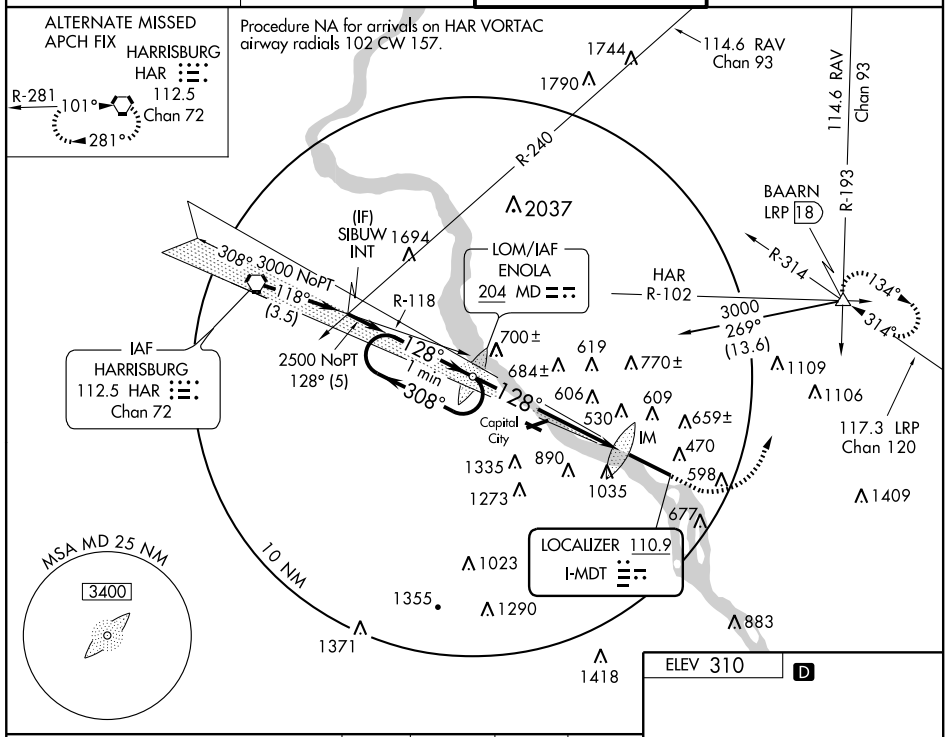
# ILS RWY 13 (CAT III)
## HARRISBURG INTL (MDT)

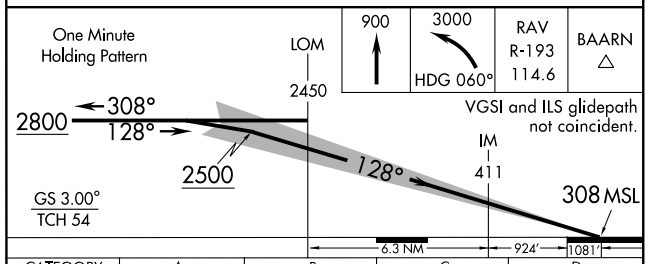
Circling NA south of Rwy 13-31.

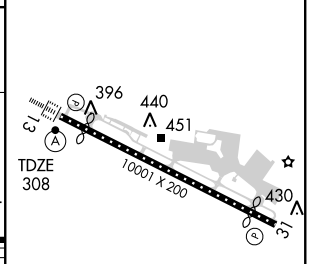
ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | | CAT IIIa | RVR 07 | |
| S-ILS 13 | | CAT IIIb | RVR 06 | |
| S-ILS 13 | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

| WAAS CH 86313 W13A | APP CRS 128° | Rwy ldg 8070<br>TDZE 308<br>Apt Elev 310 |
|---|---|---|

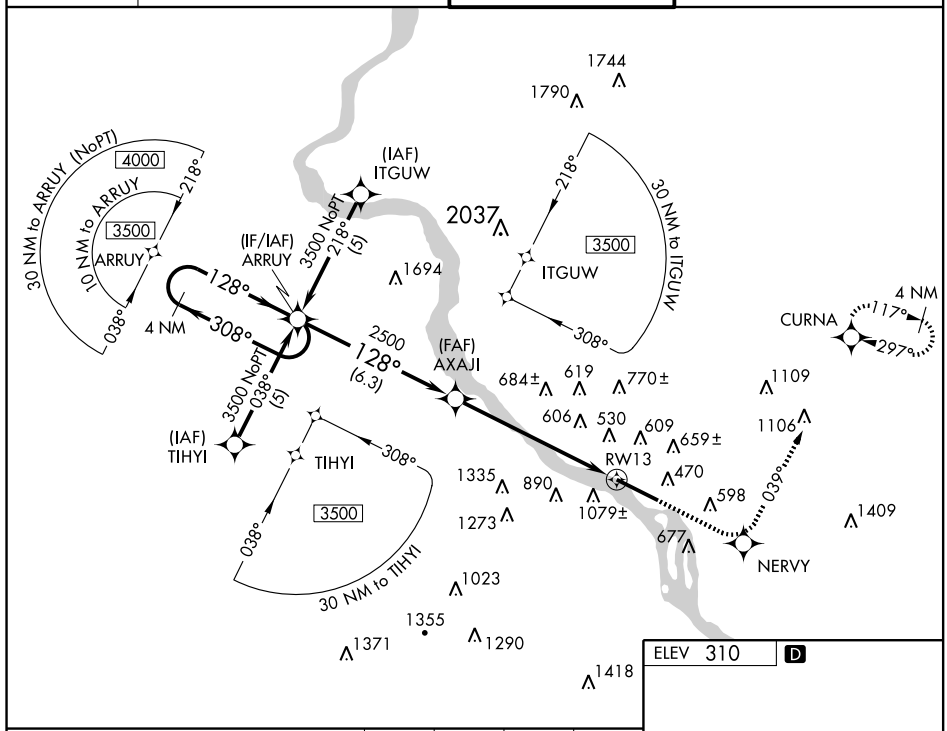
# RNAV (GPS) RWY 13
## HARRISBURG INTL (MDT)

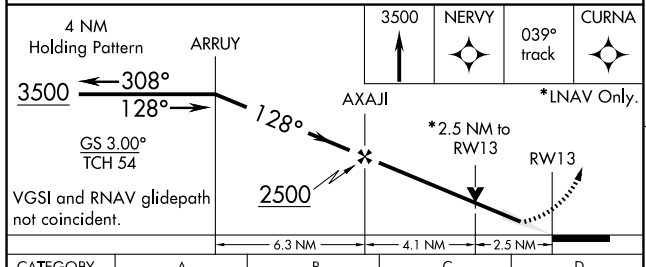
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

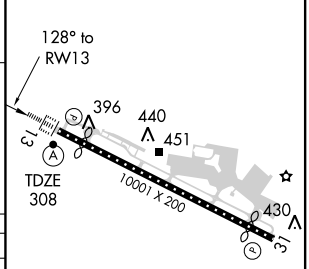
ALSF-2

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 558/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1572-5 1264 (1300-5) | | | |
| LNAV MDA | 1180/24 872 (900-½) | 1180/40 872 (900-¾) | 1180-2 872 (900-2) | 1180-2¼ 872 (900-2¼) |
| CIRCLING | 1180-1 870 (900-1) | 1180-1¼ 870 (900-1¼) | 1180-2½ 870 (900-2½) | 1180-2¾ 870 (900-2¾) |

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

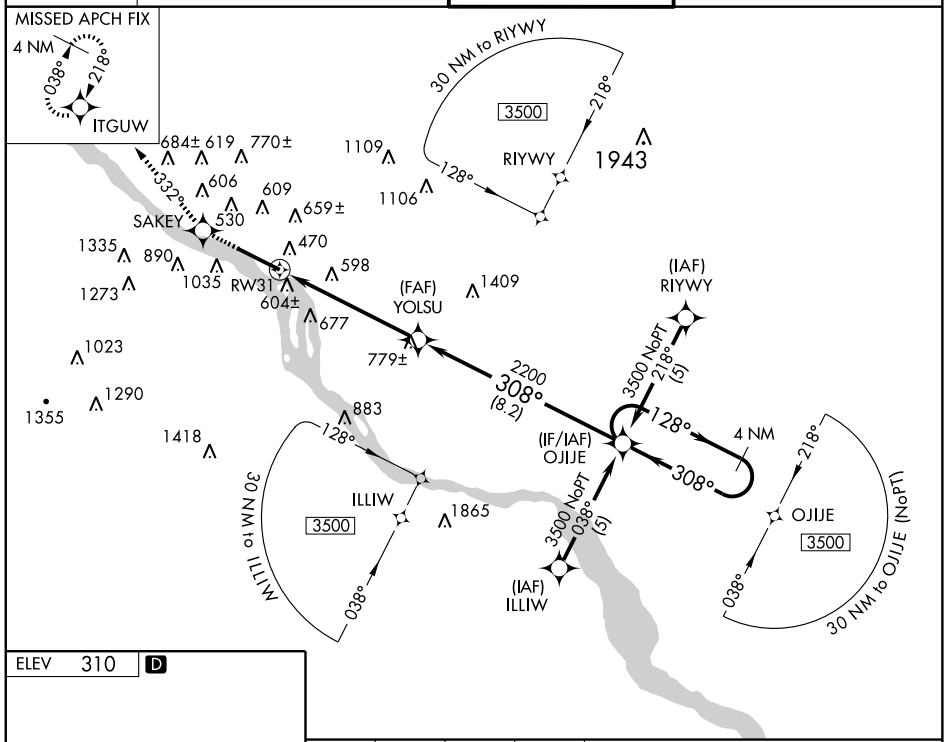
| WAAS CH 78013 W31A | APP CRS 308° | Rwy ldg 8132<br>TDZE 308<br>Apt Elev 310 |
|---|---|---|

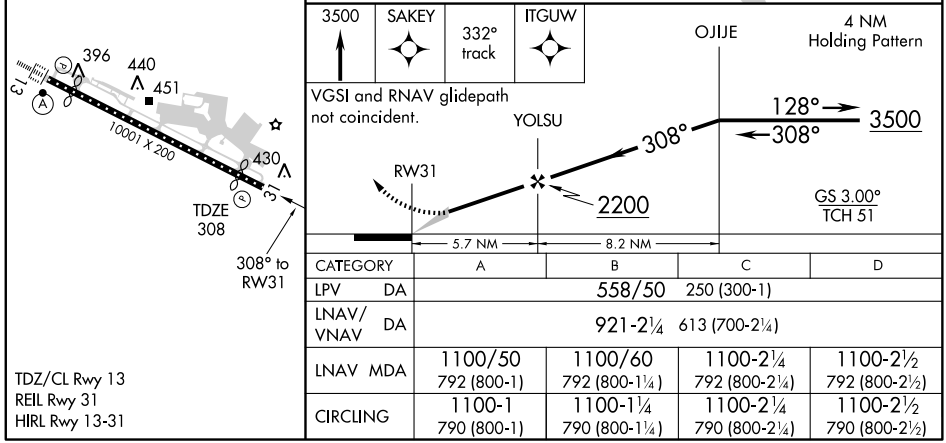
# RNAV (GPS) RWY 31
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 558/50 250 (300-1) | | | |
| LNAV/VNAV DA | 921-2¼ 613 (700-2¼) | | | |
| LNAV MDA | 1100/50<br>792 (800-1) | 1100/60<br>792 (800-1¼) | 1100-2¼<br>792 (800-2¼) | 1100-2½<br>792 (800-2½) |
| CIRCLING | 1100-1<br>790 (800-1) | 1100-1¼<br>790 (800-1¼) | 1100-2¼<br>790 (800-2¼) | 1100-2½<br>790 (800-2½) |

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

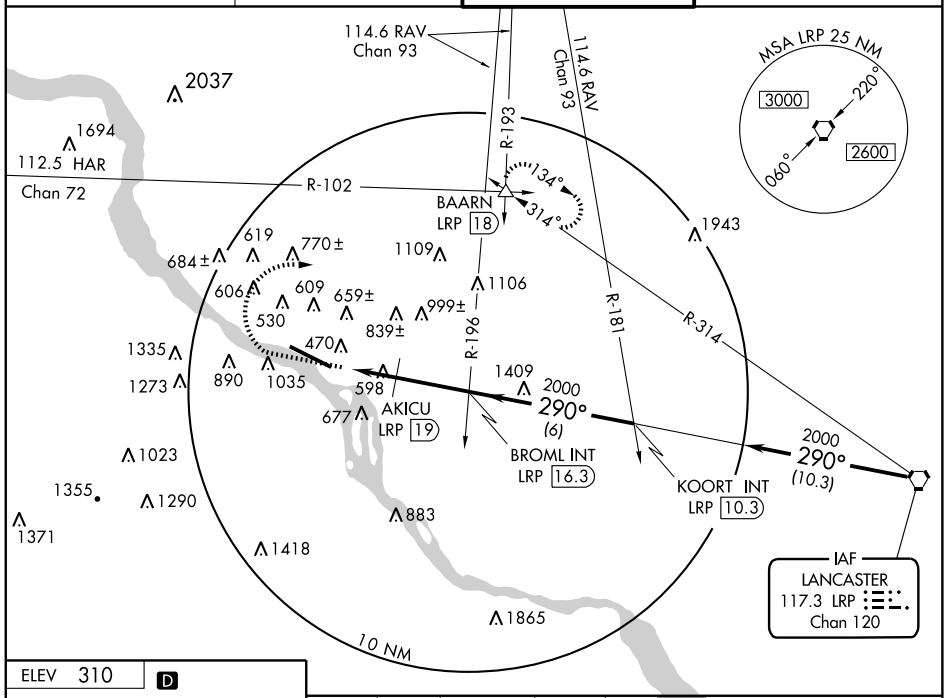
| VORTAC LRP | APP CRS | Rwy ldg | 8132 |
|---|---|---|---|
| 117.3 | 290° | TDZE | 308 |
| Chan 120 | | Apt Elev | 310 |

# VOR RWY 31
## HARRISBURG INTL (MDT)

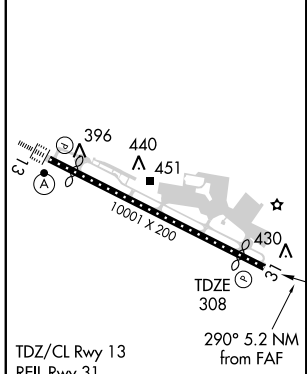
Circling NA south of Runway 13-31.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |

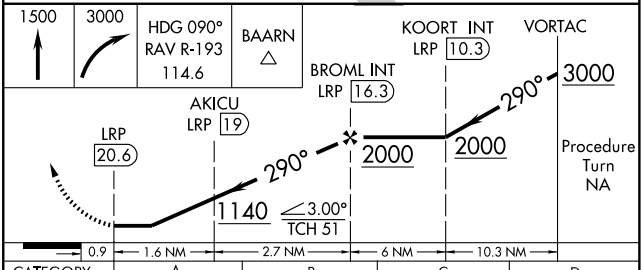



ELEV 310 D




TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1140 - 1<br>832 (900-1) | 1140 - 1¼<br>832 (900-1¼) | 1140 - 2½<br>832 (900-2½) | 1140 - 2¾<br>832 (900-2¾) |
| CIRCLING | 1140 - 1<br>830 (900-1) | 1140 - 1¼<br>830 (900-1¼) | 1140 - 2½<br>830 (900-2½) | 1140 - 2¾<br>830 (900-2¾) |
| AKICU FIX MINIMUMS | | | | |
| S-31 | 1040 - 1<br>732 (800-1) | 1040 - 1¼<br>732 (800-1¼) | 1040 - 2<br>732 (800-2) | 1040 - 2¼<br>732 (800-2¼) |
| CIRCLING | 1040 - 1<br>730 (800-1) | 1040 - 1¼<br>730 (800-1¼) | 1040 - 2<br>730 (800-2) | 1040 - 2¼<br>730 (800-2¼) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-HZL | APP CRS | Rwy ldg | 4898 |
|---|---|---|---|
| 110.5 | 284° | TDZE | 1603 |
| | | Apt Elev | 1603 |

# LOC RWY 28
## HAZLETON MUNI (HZL)

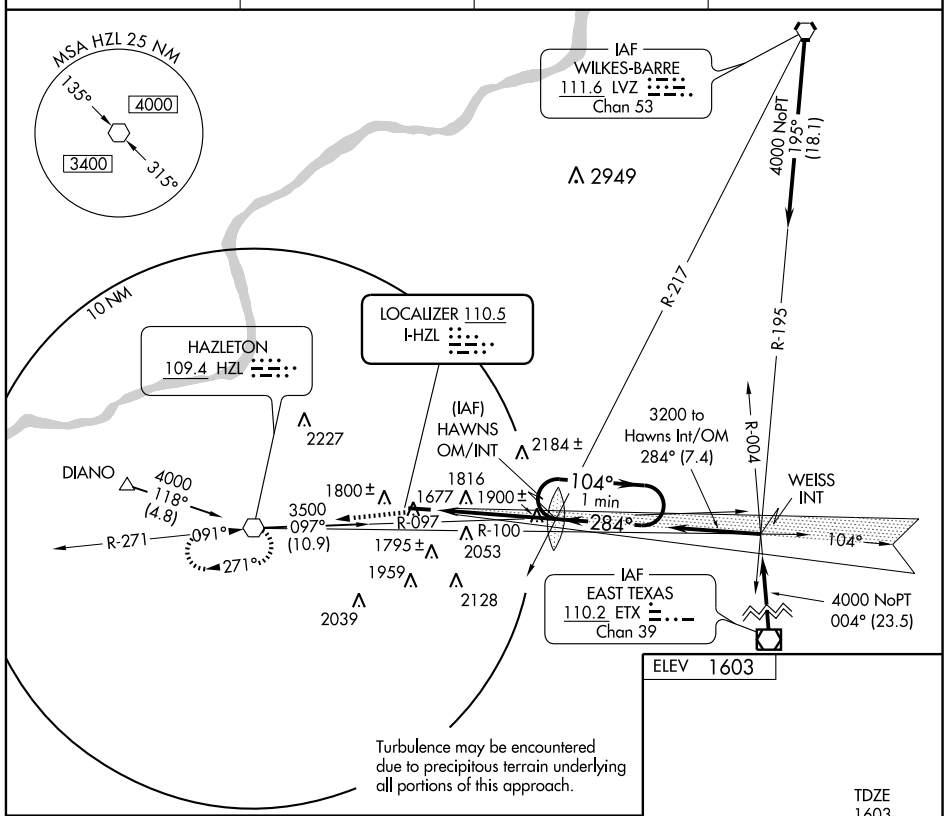
Inoperative table does not apply.

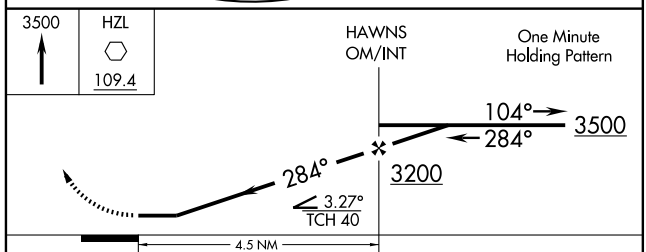
NA

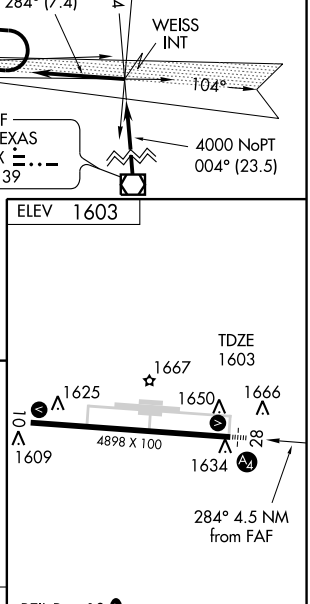
MALSF

MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) |




REIL Rwy 10
MIRL Rwy 10-28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 28 | 2160-1 557 (600-1) | | 2160-1½ 557 (600-1½) | 2160-1¾ 557 (600-1¾) |
| CIRCLING | 2160-1 557 (600-1) | 2180-1 557 (600-1) | 2380-2¼ 777 (800-2¼) | 2380-2½ 777 (800-2½) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

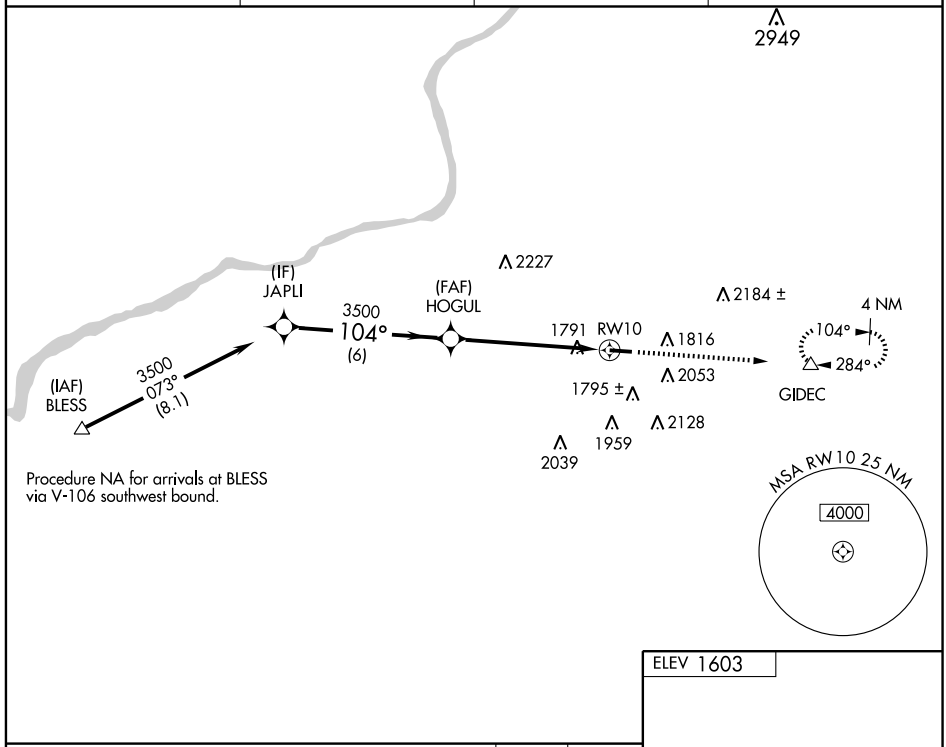
| WAAS CH 90127 W10A | APP CRS 104° | Rwy ldg 4898<br>TDZE 1603<br>Apt Elev 1603 |
|---|---|---|

# RNAV (GPS) RWY 10
## HAZLETON MUNI (HZL)

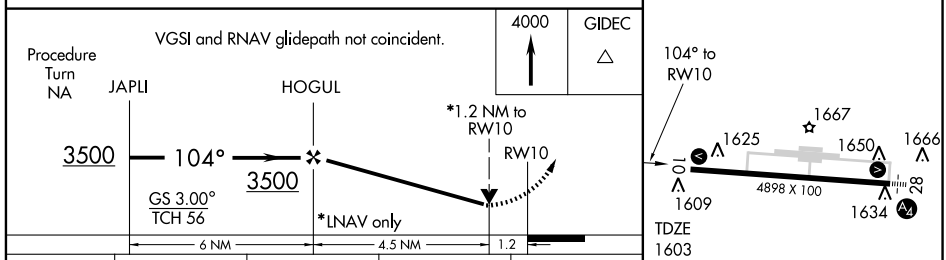
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).
Circling to Rwy 28 NA at night.

MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




Procedure NA for arrivals at BLESS via V-106 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2054-1½ 451 (500-1½) | | | |
| LNAV/VNAV DA | 2086-1¾ 483 (500-1¾) | | | |
| LNAV MDA | 2060-1 457 (500-1) | | 2060-1¼ 457 (500-1¼) | 2060-1½ 457 (500-1½) |
| CIRCLING | 2120-1¾ 517 (600-1¾) | 2180-1¾ 577 (600-1¾) | 2440-2½ 837 (900-2½) | 2440-2¾ 837 (900-2¾) |

REIL Rwy 10 L
MIRL Rwy 10-28 L

NE-4. 14 JAN 2010 to 11 FEB 2010

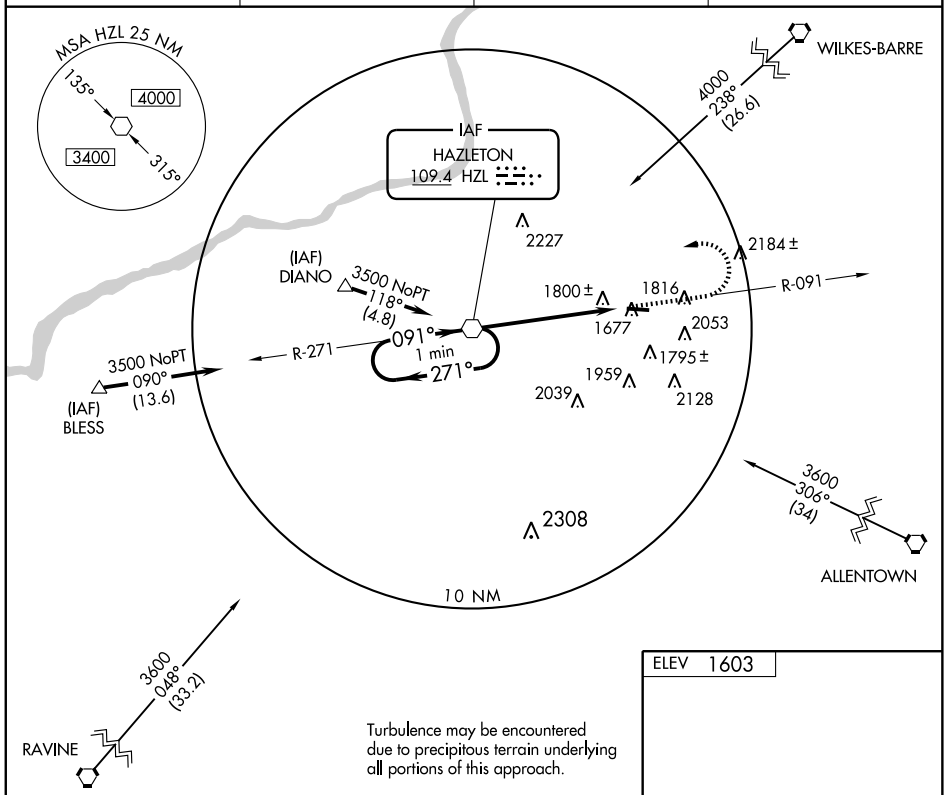
| VOR HZL 109.4 | APP CRS 091° | Rwy ldg 4898<br>TDZE 1603<br>Apt Elev 1603 |
|---|---|---|

# VOR RWY 10
## HAZLETON MUNI (HZL)

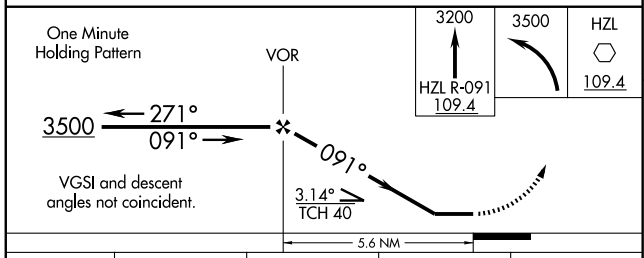
NA

MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

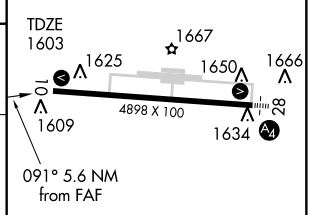
| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.




VGSI and descent angles not coincident.




REIL Rwy 10 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 2300-1 697 (700-1) | | 2300-2<br>697 (700-2) | 2300-2¼<br>697 (700-2¼) |
| CIRCLING | 2300-1 697 (700-1) | | 2380-2¼<br>777 (800-2¼) | 2380-2½<br>777 (800-2½) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| VOR HZL | APP CRS | Rwy ldg | 4898 |
|---|---|---|---|
| 109.4 | 273° | TDZE | 1603 |
| | | Apt Elev | 1603 |

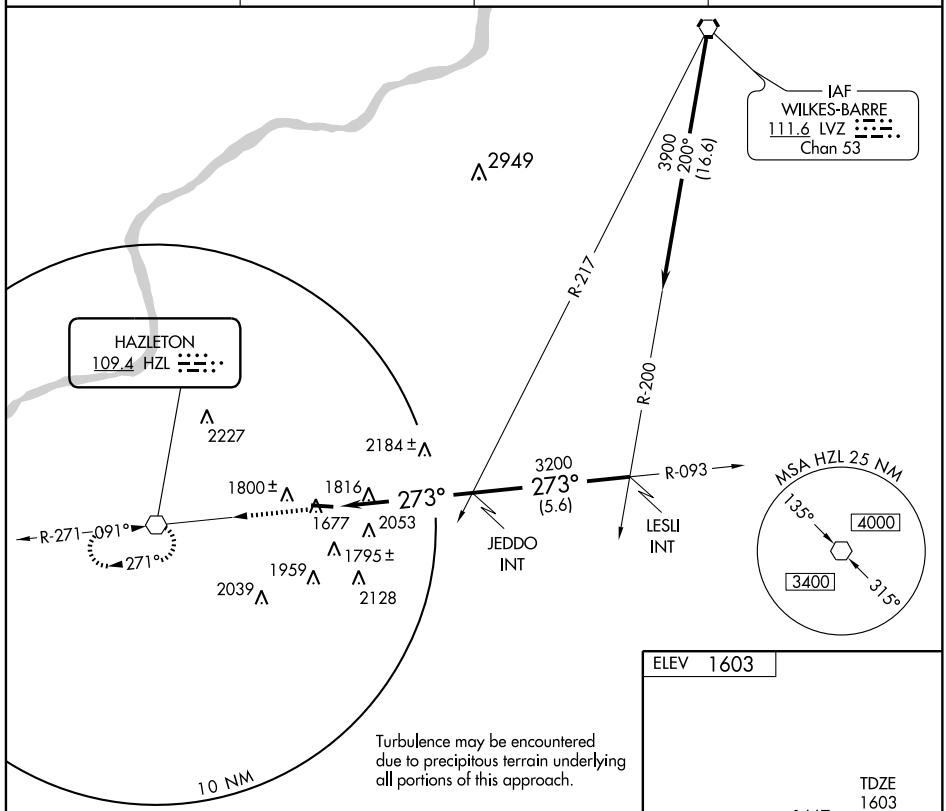
# VOR RWY 28
## HAZLETON MUNI (HZL)

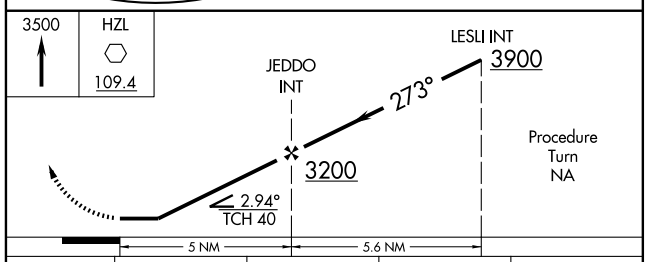
NA — Inoperative table does not apply.

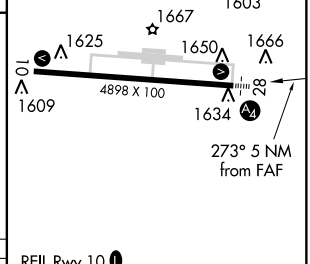
MALSF

MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




REIL Rwy 10 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2420-1<br>817 (900-1) | 2420-1¼<br>817 (900-1¼) | 2420-2½<br>817 (900-2½) | 2420-2¾<br>817 (900-2¾) |
| CIRCLING | 2420-1<br>817 (900-1) | 2420-1¼<br>817 (900-1¼) | 2420-2½<br>817 (900-2½) | 2420-2¾<br>817 (900-2¾) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 360° | TDZE | N/A |
| | Apt Elev | 1357 |

# RNAV (GPS)-B

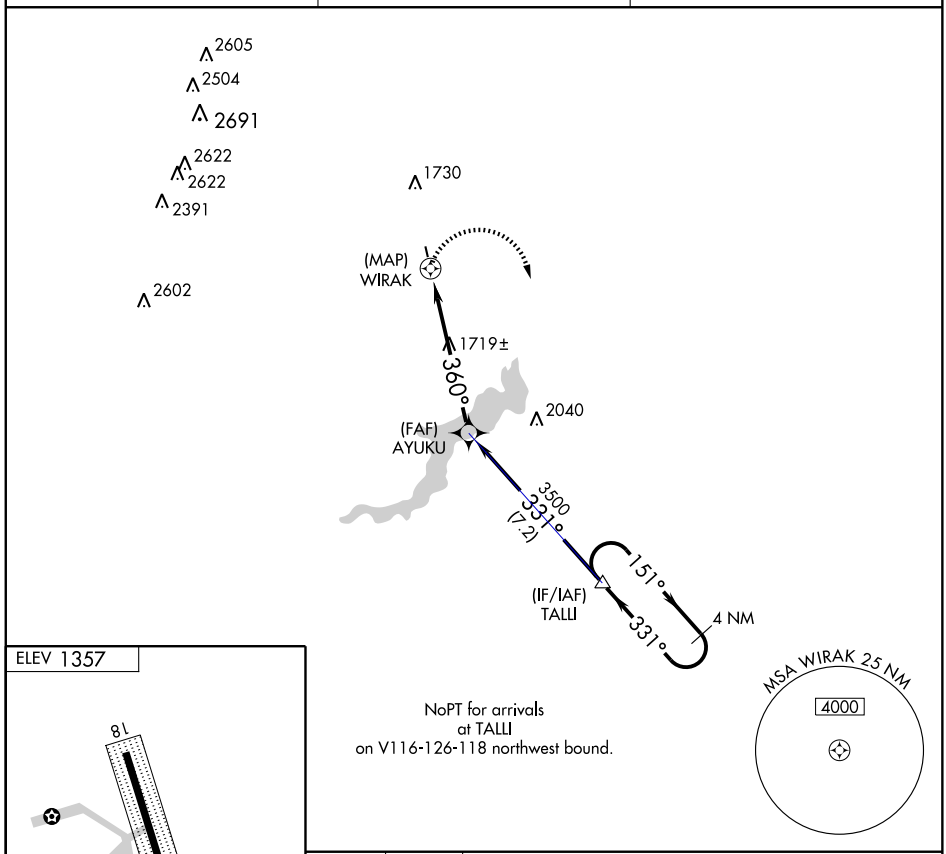
## HONESDALE / CHERRY RIDGE (N30)

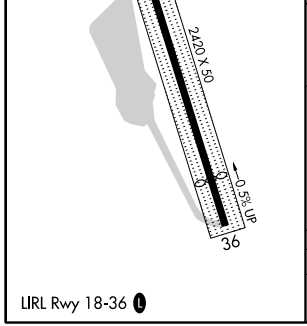
NA

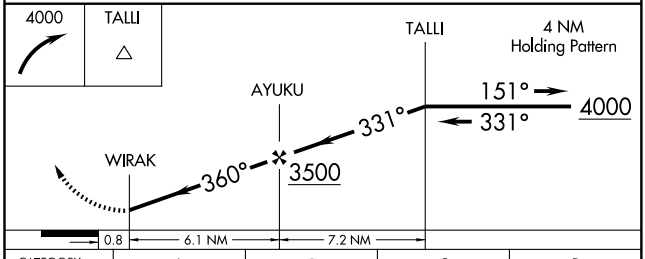
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

| WILKES-BARRE APP CON | UNICOM | |
|---|---|---|
| 124.5 256.7 | 122.8 (CTAF) | 122.75 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2080-1<br>723 (800-1) | NA | | |

LIRL Rwy 18-36 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC LVZ 111.6 Chan 53 | APP CRS 064° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1357 |
|---|---|---|

# VOR-A

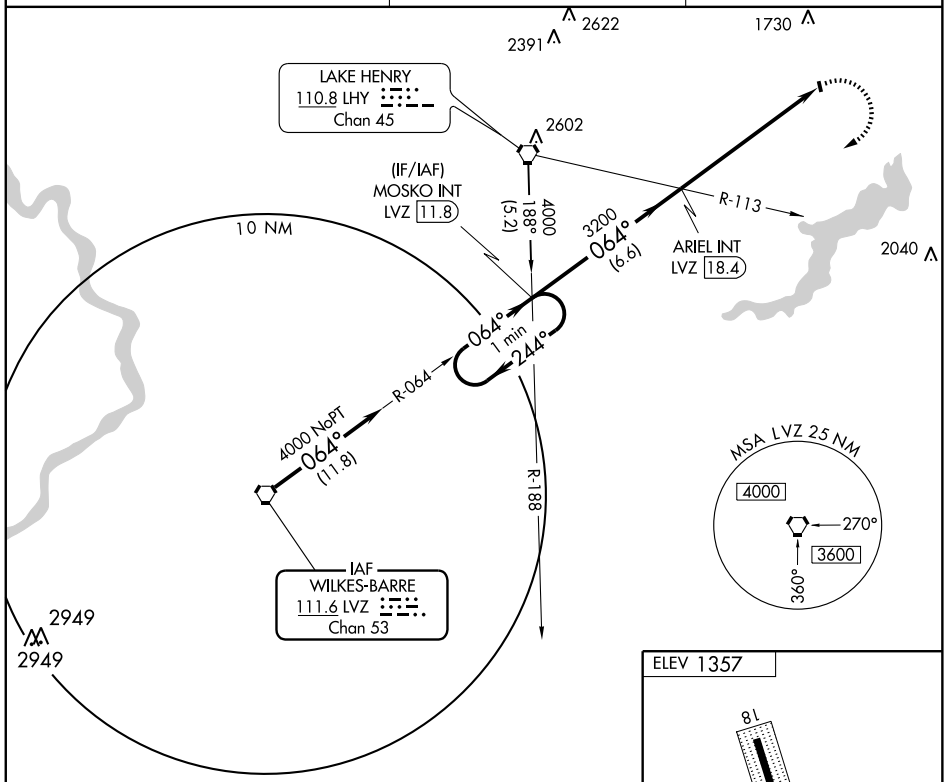
## HONESDALE / CHERRY RIDGE (N30)

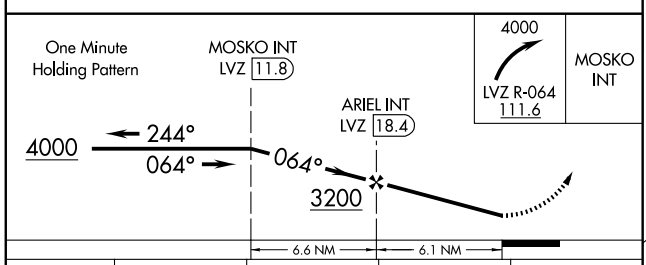
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting.

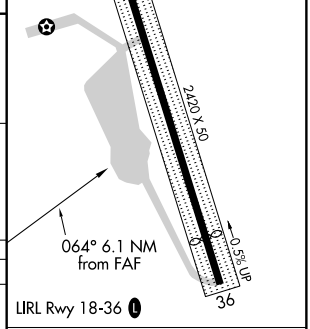
NA

MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

| WILKES-BARRE APP CON | UNICOM | |
|---|---|---|
| 124.5 256.7 | 122.8 (CTAF) | 122.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2180-1<br>823 (900-1) | NA | | |

WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 2500-1¼<br>1143 (1200-1¼) | NA | | |

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 100 |
|---|---|---|
| 086° | TDZE | N/A |
| | Apt Elev | 591 |

# COPTER RNAV (GPS) 086°

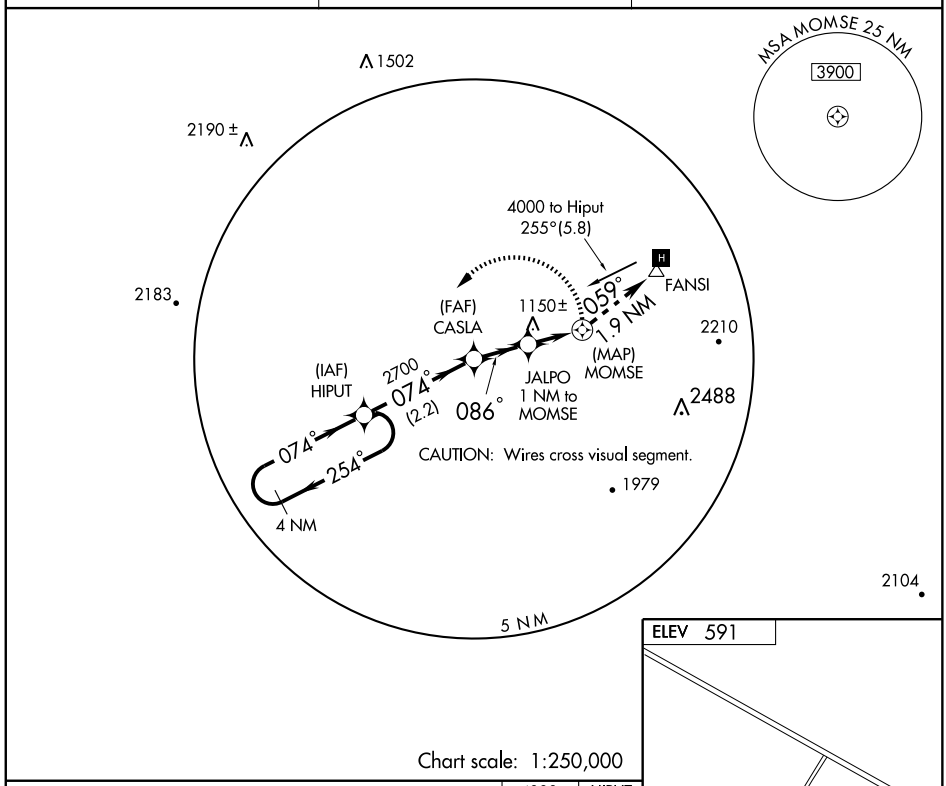
## HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

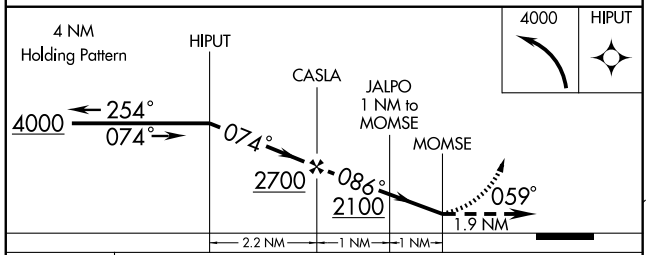
NA

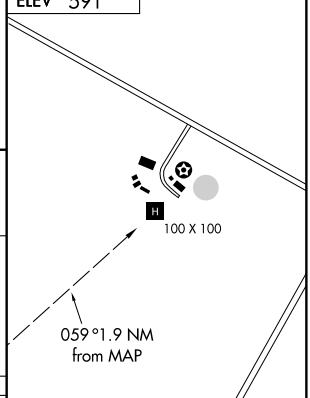
Proceed VFR from MOMSE WP or conduct the specified missed approach.
Limit final, missed approach, and holding airspeed to 70 KIAS.
Use Reedsville/Mifflin County (RVL) altimeter setting.
Surface elevation 900′ at MAP.

MISSED APPROACH: Climbing left turn to 4000 direct HIPUT WP and hold.

| HARRISBURG APP CON | UNICOM | |
|---|---|---|
| 124.1 273.525 | 123.05 (CTAF) | 122.8 L |




| CATEGORY | COPTER |
|---|---|
| H-086° | 1500 - ¾ 600 (600-¾) |
| CIRCLING | NA |

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 274° | TDZE | 1405 |
| | Apt Elev | 1405 |

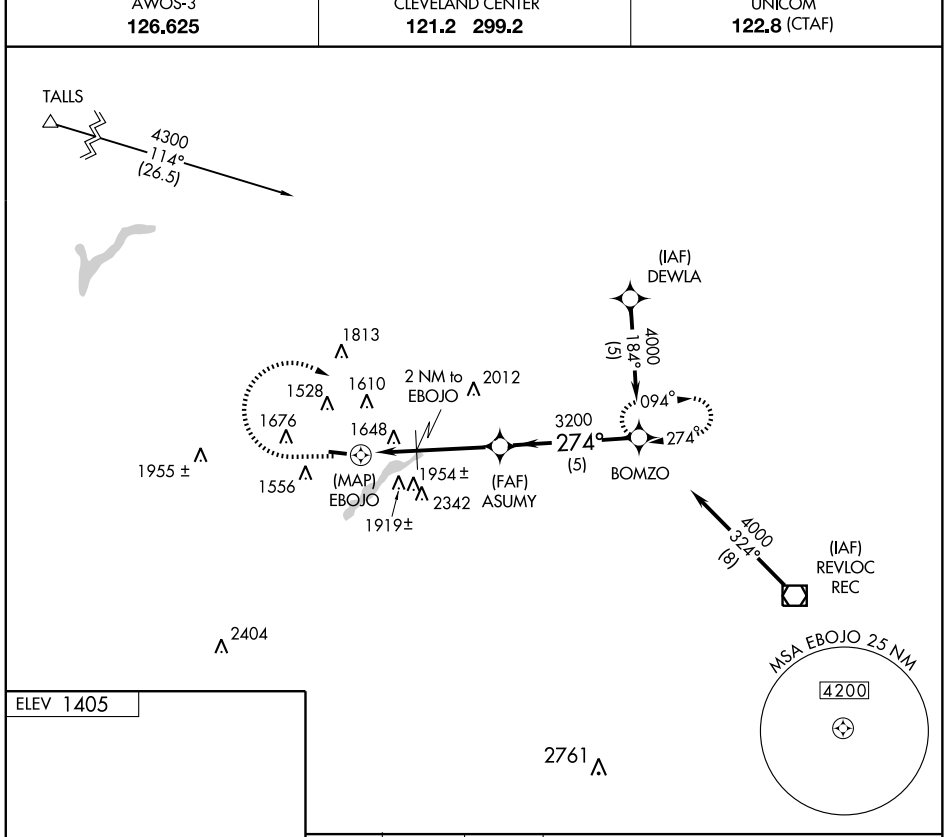
# GPS RWY 28

## INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

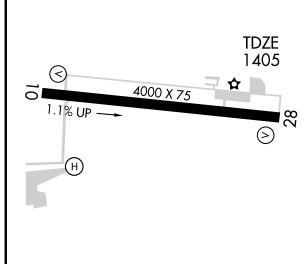
NA

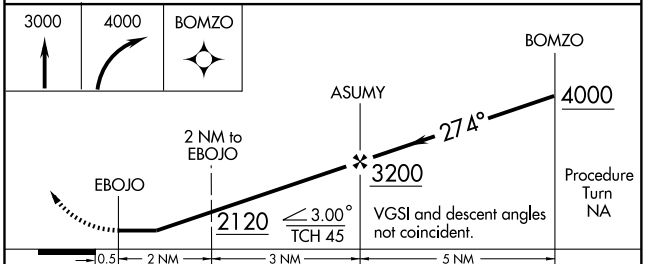
MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 121.2 299.2 | 122.8 (CTAF) |




ELEV 1405




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1940-1 535 (600-1) | | 1940-1½ 535 (600-1½) | 1940-1¾ 535 (600-1¾) |
| CIRCLING | 1960-1 555 (600-1) | 1980-1 575 (600-1) | 2100-2 695 (700-2) | 2220-2¾ 815 (900-2¾) |

MIRL Rwy 10-28
REIL Rwys 10 and 28

| LOC/DME I-IDI | APP CRS | Rwy ldg | 4000 |
|---|---|---|---|
| 109.5 | 284° | TDZE | 1406 |
| Chan 32 | | Apt Elev | 1406 |

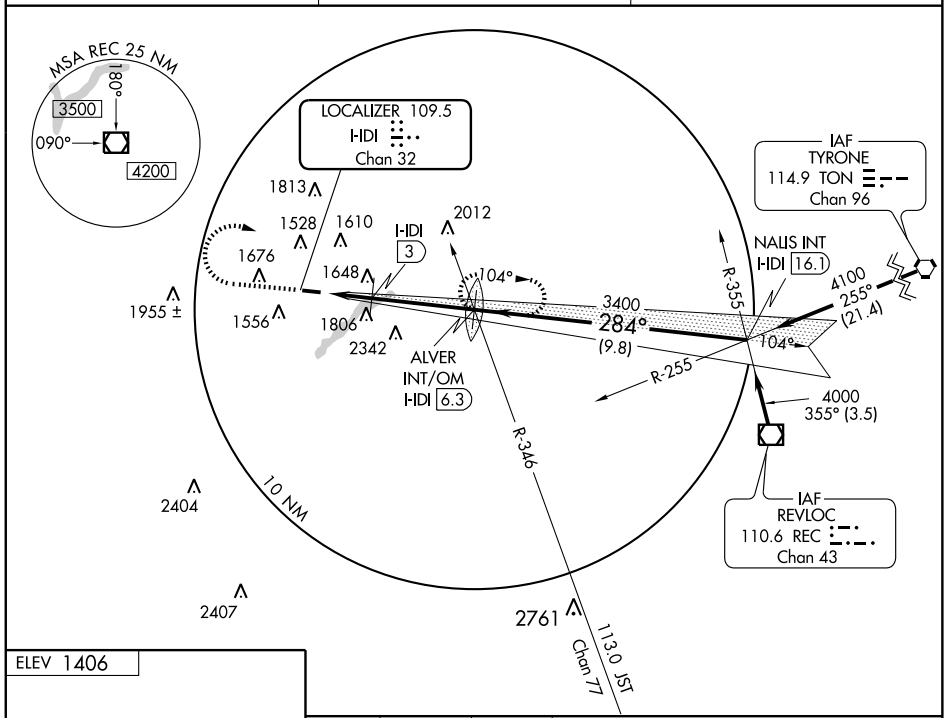
# LOC RWY 28

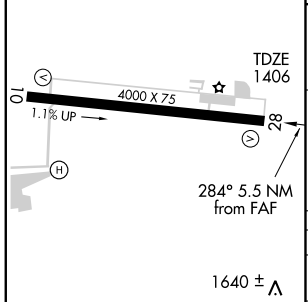
## INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

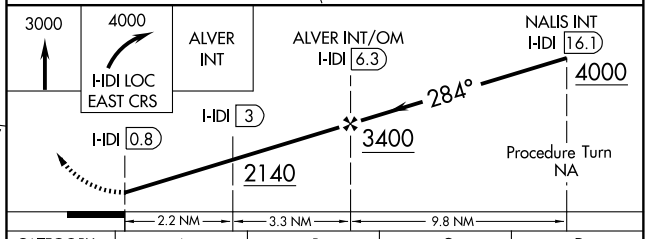
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 121.2 299.2 | 122.8 (CTAF) |




MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 5.5 NM

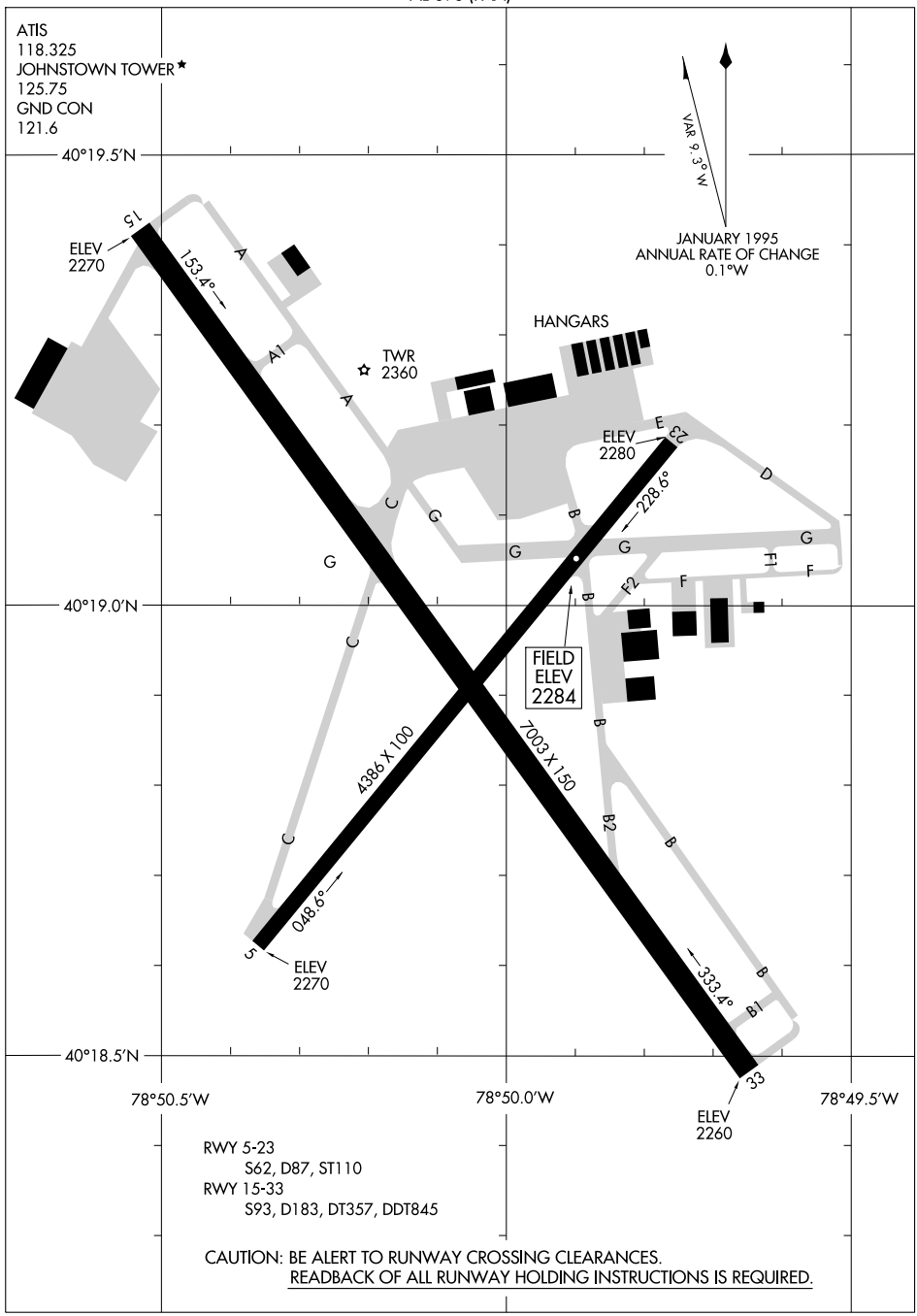
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2140-1 734 (800-1) | | 2140-2 734 (800-2) | 2140-2¼ 734 (800-2¼) |
| CIRCLING | 2140-1 734 (800-1) | | 2140-2 734 (800-2) | 2220-2¾ 814 (900-2¾) |
| DME MINIMUMS | | | | |
| S-28 | 1860-1 454 (500-1) | | 1860-1¼ 454 (500-1¼) | 1860-1½ 454 (500-1½) |
| CIRCLING | 1960-1 554 (600-1) | 1980-1 574 (600-1) | 2100-2 694 (700-2) | 2220-2¾ 814 (900-2¾) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA



| LOC I-JST | APP CRS | Rwy ldg | 7003 |
|---|---|---|---|
| 110.1 | 334° | TDZE | 2281 |
| | | Apt Elev | 2284 |

JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

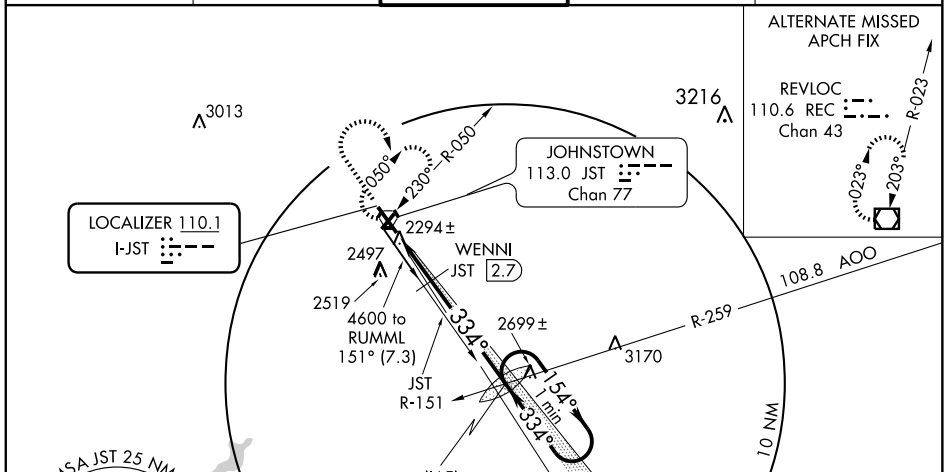
# ILS or LOC RWY 33

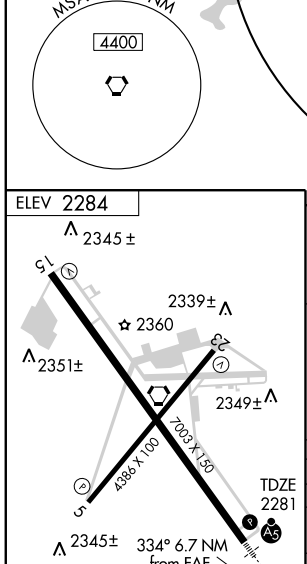
For inoperative MALSR, increase WENNI fix minimums S-LOC 33 Cat. D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALSR

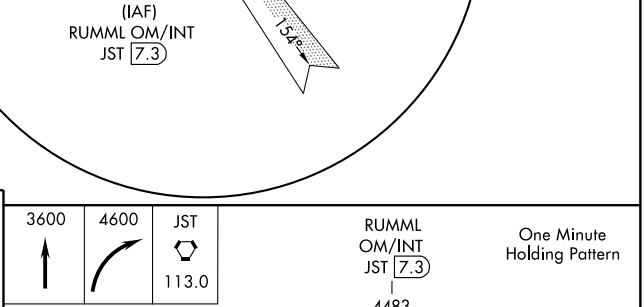
MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

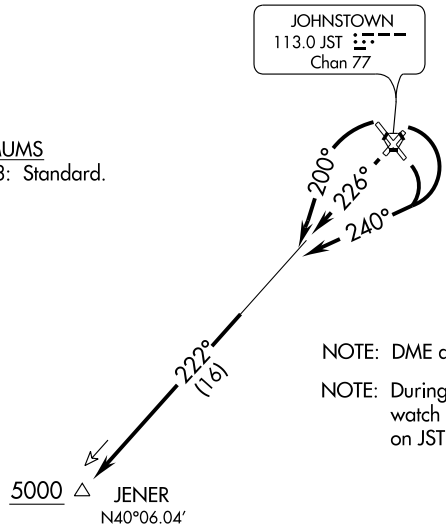



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 2481-½ 200 (200-½) | | | |
| S-LOC 33 | 3000-½ 719 (800-½) | | 3000-1½ 719 (800-1½) | 3000-1¾ 719 (800-1¾) |
| CIRCLING | 3000-1 716 (800-1) | | 3000-2 716 (800-2) | 3000-2¼ 716 (800-2¼) |
| WENNI FIX MINIMUMS | | | | |
| S-LOC 33 | 2600-½ 319 (400-½) | | | 2600-¾ 319 (400-¾) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# JENER THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2




TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard.

NOTE: DME and RADAR required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′ MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .
TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence . . . .
TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence . . . .

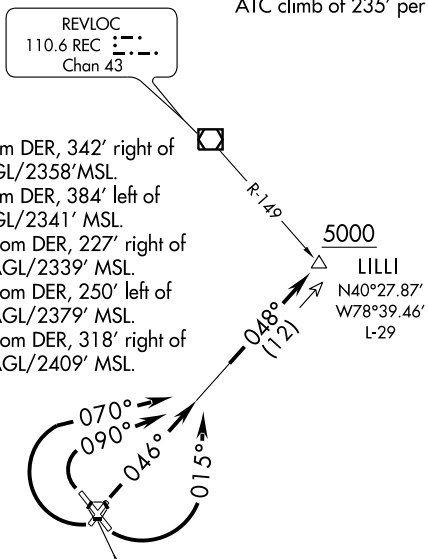
. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000.
Thence via (assigned route).

# LILLI THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard with minimum ATC climb of 235′ per NM to 5000.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.




NOTE: During VFR conditions watch for opposing traffic on JST R-048.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence . . . .

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route).

| APP CRS | Rwy ldg | 4386 |
|---|---|---|
| 049° | TDZE | 2283 |
| | Apt Elev | 2284 |

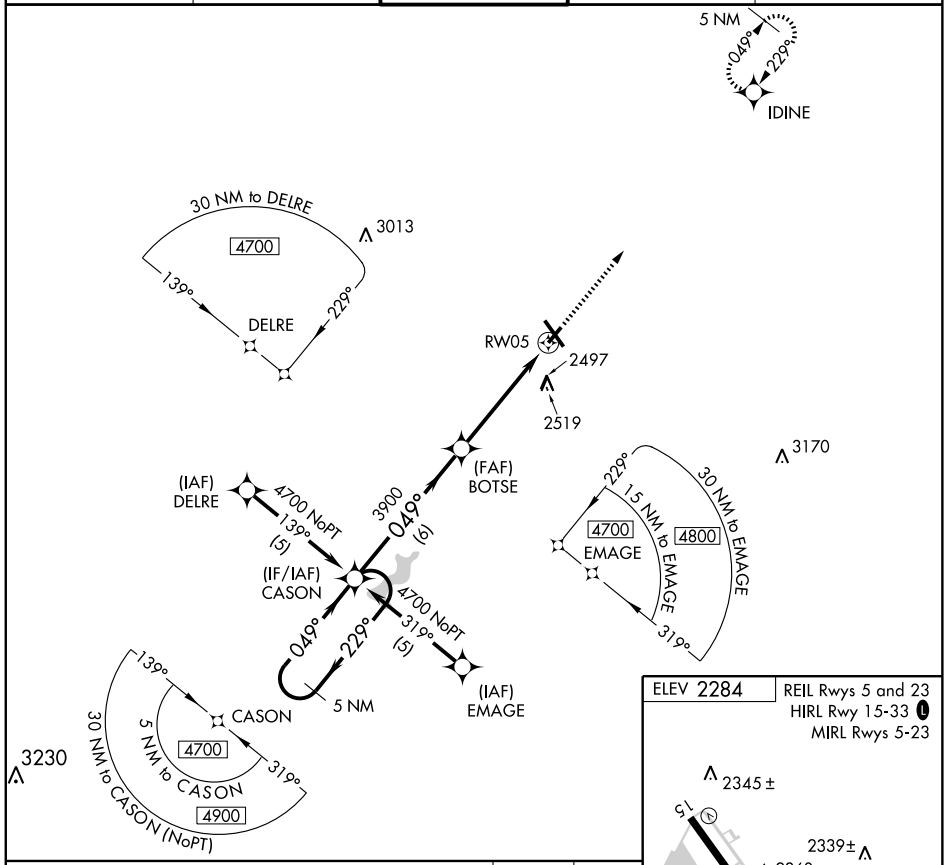
# RNAV (GPS) RWY 5

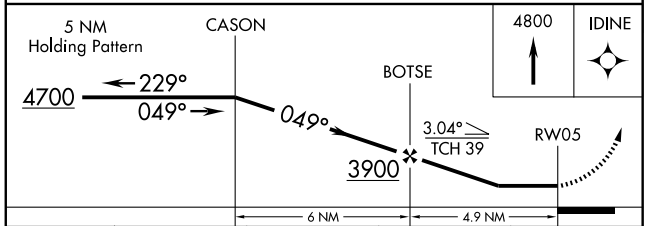
## JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

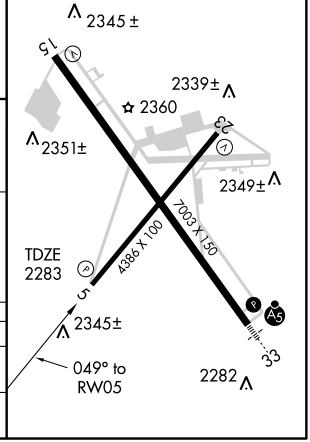
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct IDINE and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2640-1 357 (400-1) | | | 2640-1¼ 357 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53513 W15A | APP CRS 154° | Rwy ldg 7003 TDZE 2276 Apt Elev 2284 |
|---|---|---|

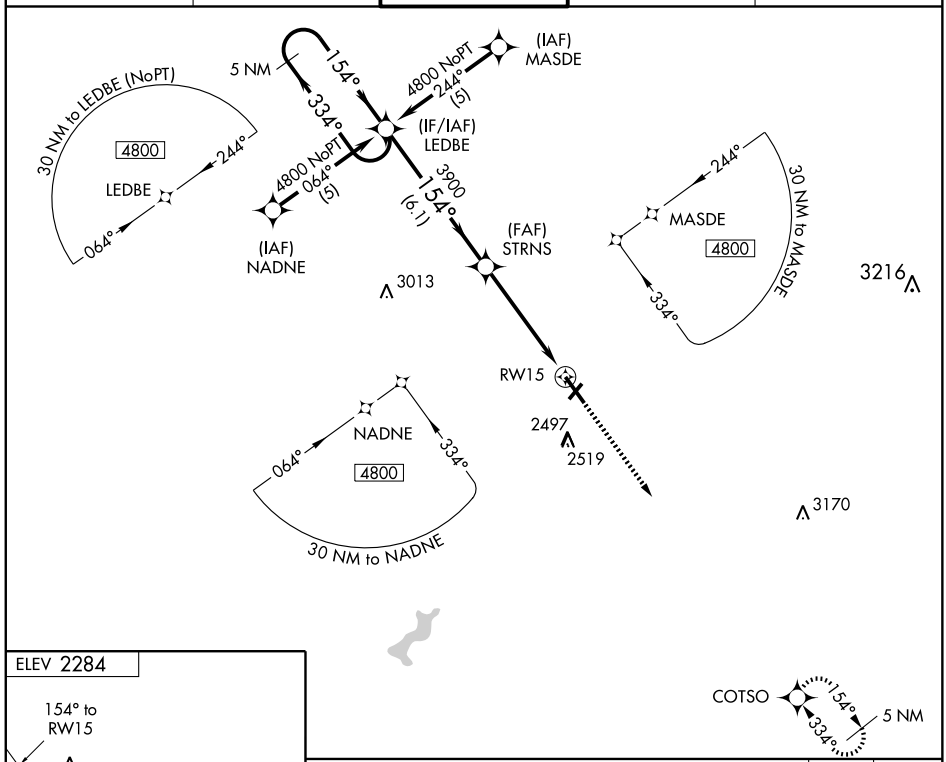
# RNAV (GPS) RWY 15

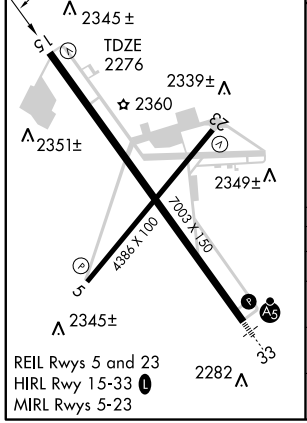
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

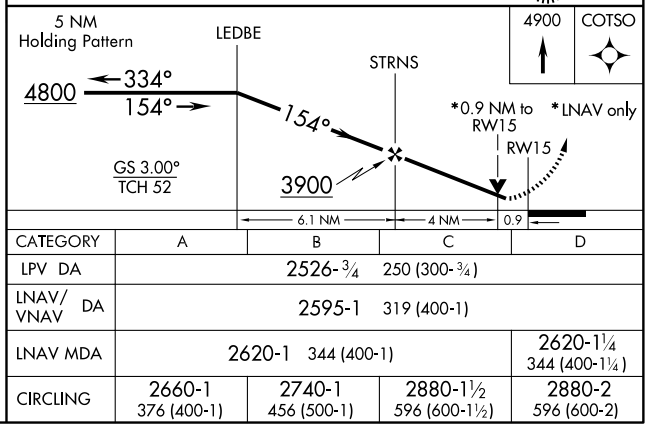
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2526-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 2595-1 319 (400-1) | | | |
| LNAV MDA | 2620-1 344 (400-1) | | | 2620-1¼ 344 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

| APP CRS | Rwy ldg | 4386 |
|---|---|---|
| 229° | TDZE | 2284 |
| | Apt Elev | 2284 |

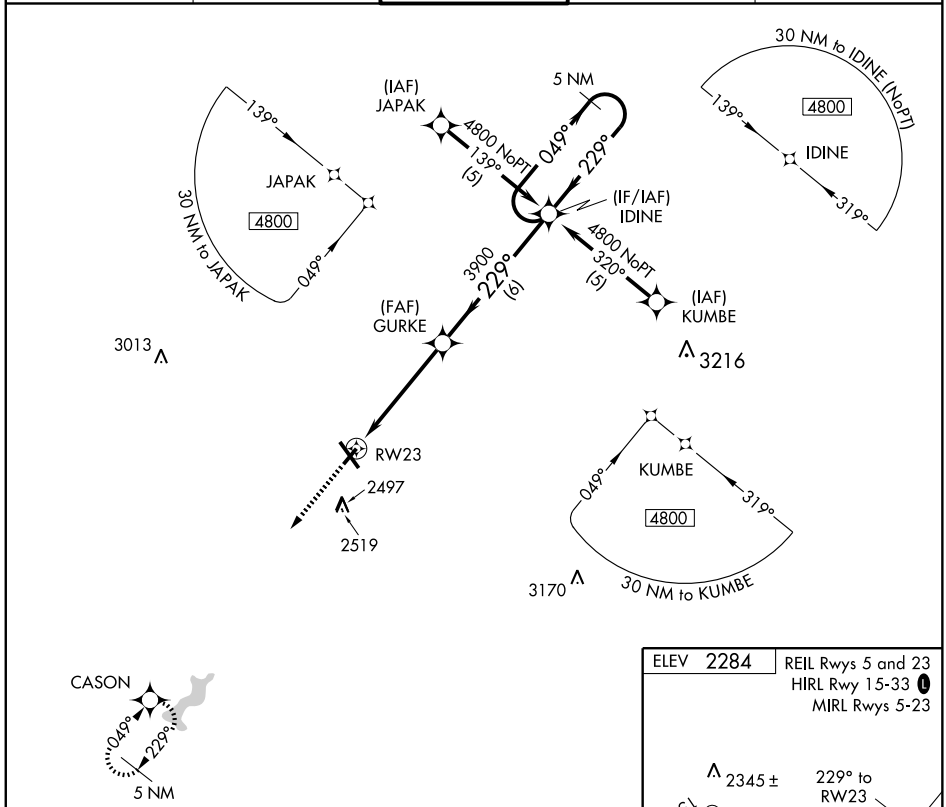
# RNAV (GPS) RWY 23

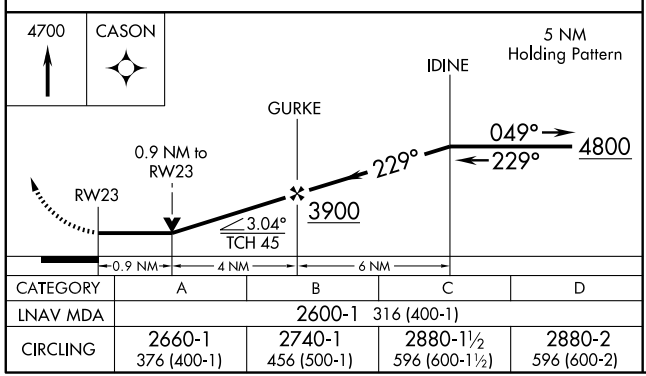
## JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

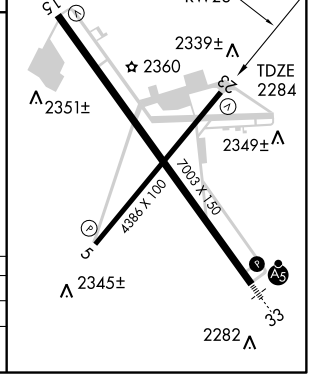
MISSED APPROACH: Climb to 4700 direct CASON and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |




NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61113 W33A | APP CRS 334° | Rwy ldg 7003 TDZE 2281 Apt Elev 2284 |
|---|---|---|

# RNAV (GPS) RWY 33

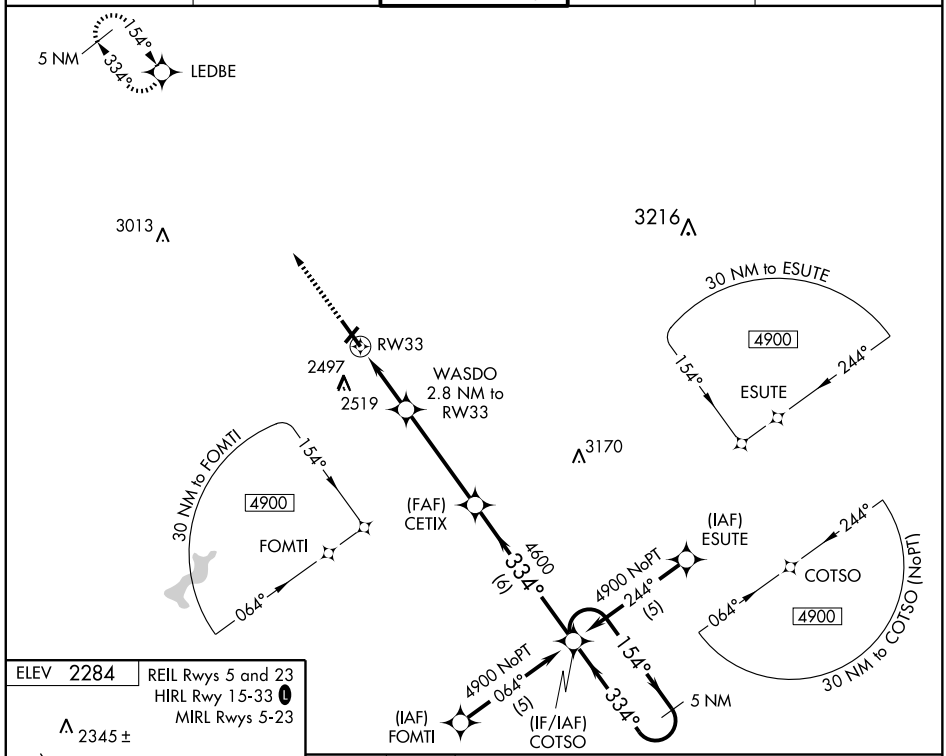
## JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

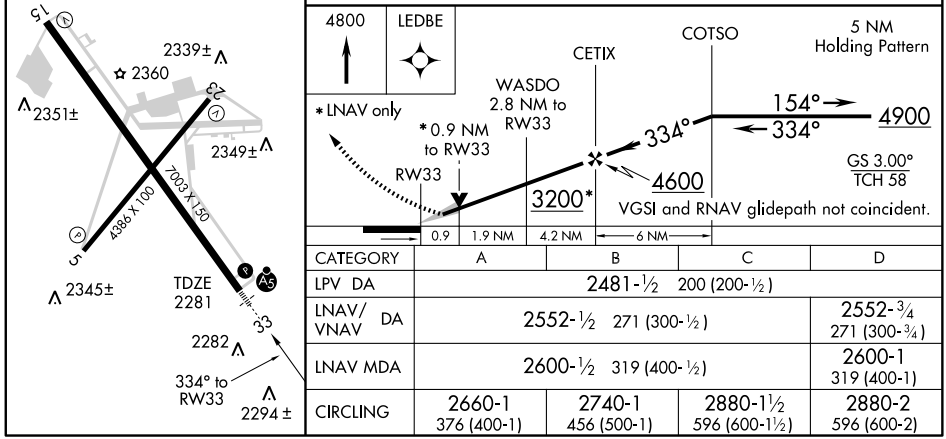
Inoperative table does not apply to LNAV Cat. D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 4800 direct LEDBE and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2481-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2552-½ 271 (300-½) | | | 2552-¾ 271 (300-¾) |
| LNAV MDA | 2600-½ 319 (400-½) | | | 2600-1 319 (400-1) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 15

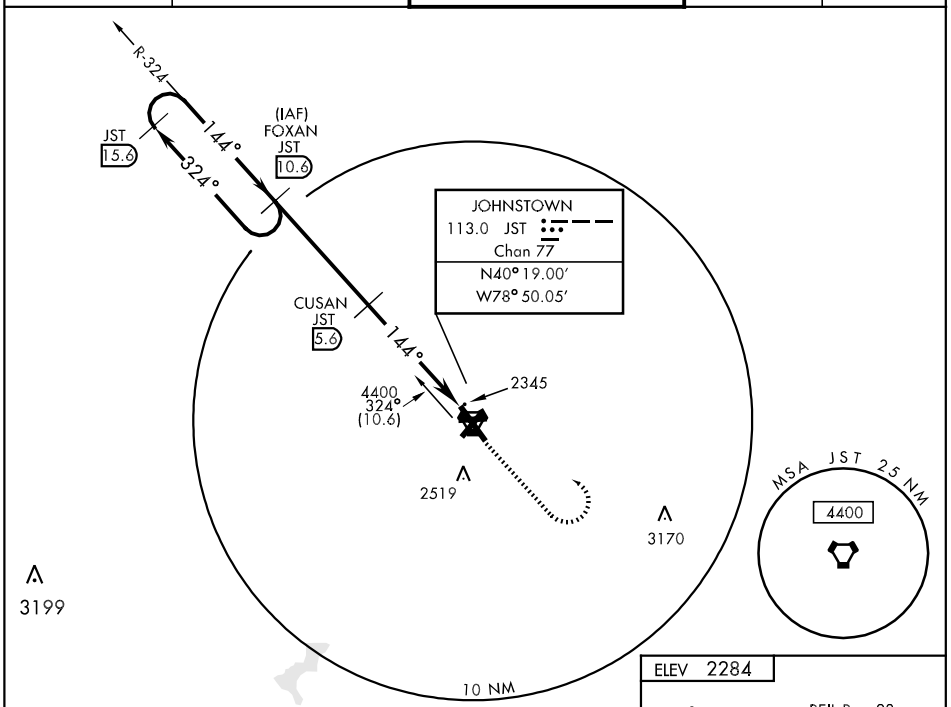
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

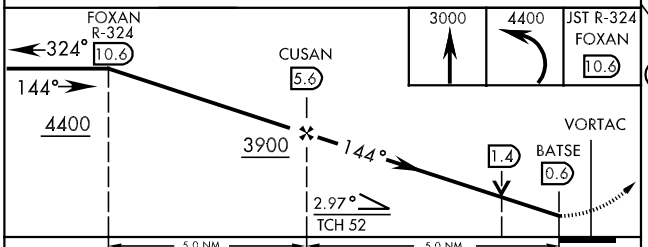
| VORTAC JST 113.0 Chan 77 | APCH CRS 144° | Rwy ldg 7003 TDZE 2276 Arpt Elev 2284 |
|---|---|---|

AL-898 [USAF]

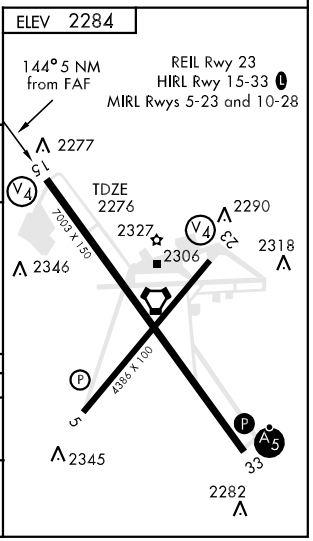
MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 253.5 (CTAF) L | 121.6 | 118.325 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 2600-1 324 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |






40° 19′N-78° 50′W



NE-4, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 23

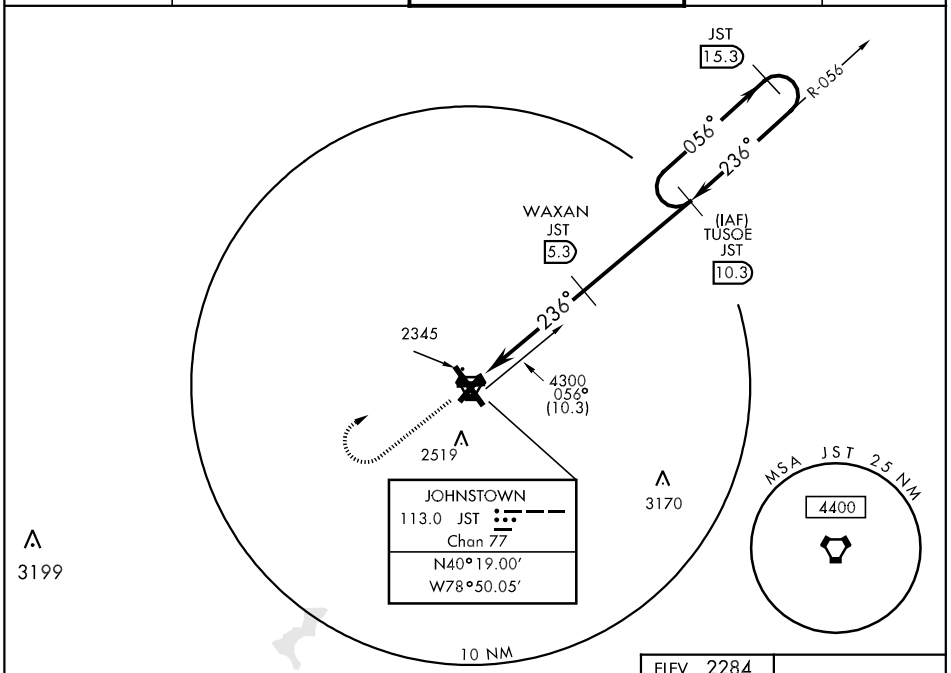
JOHN MURTHA JOHNSTOWN-
CAMBRIA COUNTY (JST)

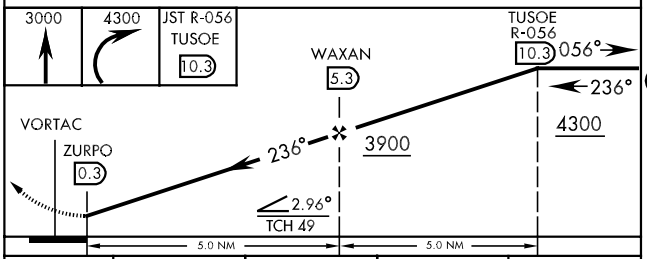
| VORTAC JST | APCH CRS | Rwy ldg | 4507 |
|---|---|---|---|
| 113.0 | 236° | TDZE | 2281 |
| Chan 77 | | Arpt Elev | 2284 |

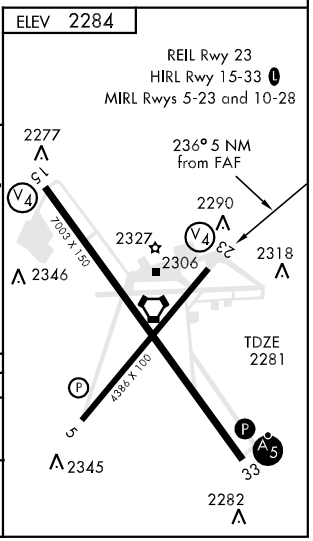
AL-898 [USAF]

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 253.5 (CTAF) | 121.6 | 118.325 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

| VORTAC JST 113.0 Chan 77 | APP CRS 146° | Rwy ldg 7003 TDZE 2276 Apt Elev 2284 |
|---|---|---|

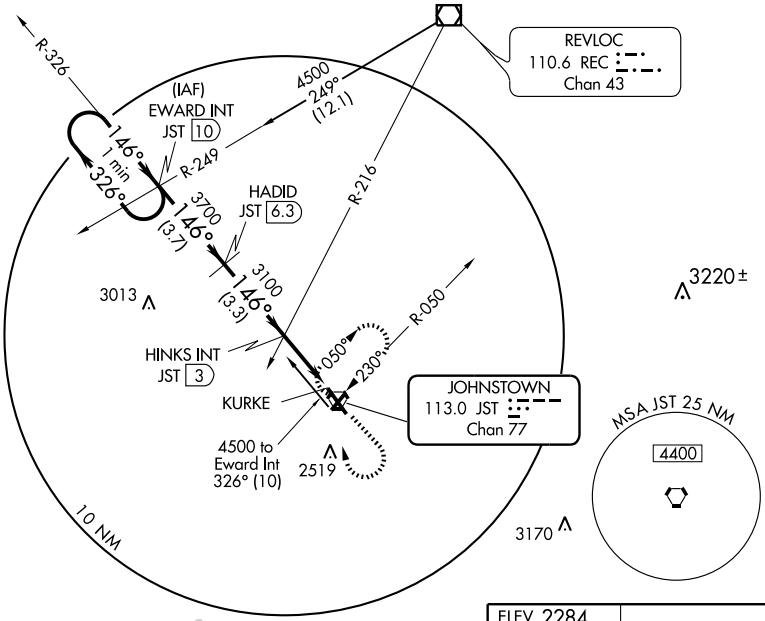
JOHNSTOWN /

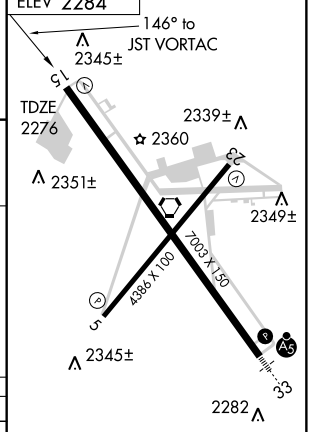
# VOR/DME RWY 15

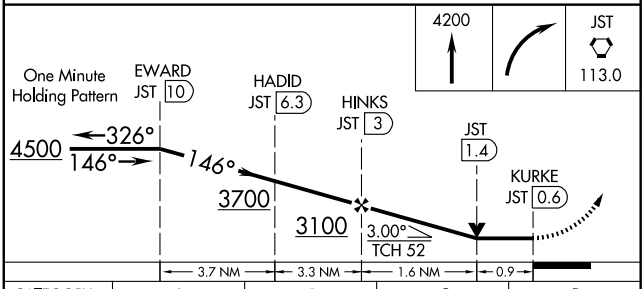
## JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 2600-1 324 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4. 14 JAN 2010 to 11 FEB 2010

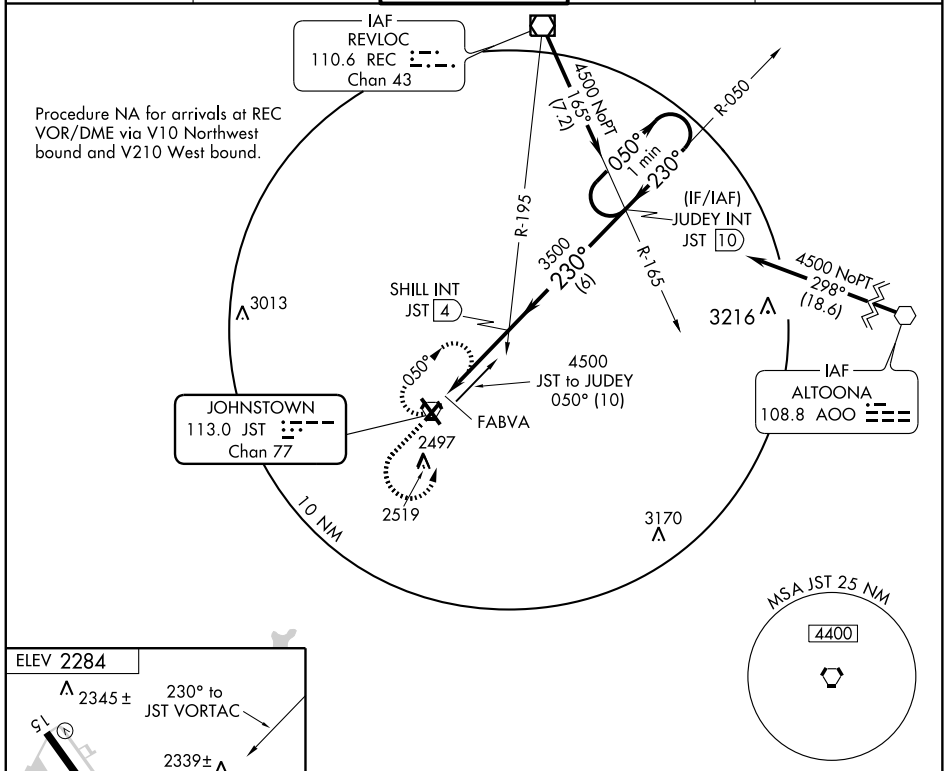
| VORTAC JST 113.0 Chan 77 | APP CRS 230° | Rwy ldg 4386 TDZE 2284 Apt Elev 2284 |
|---|---|---|

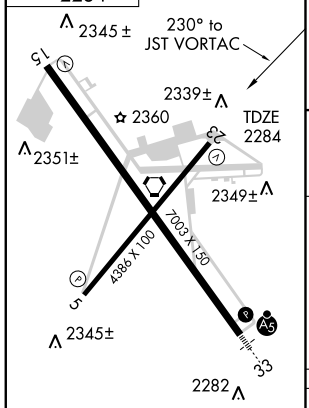
# JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST) VOR/DME RWY 23

Visibility reduction by helicopters NA.

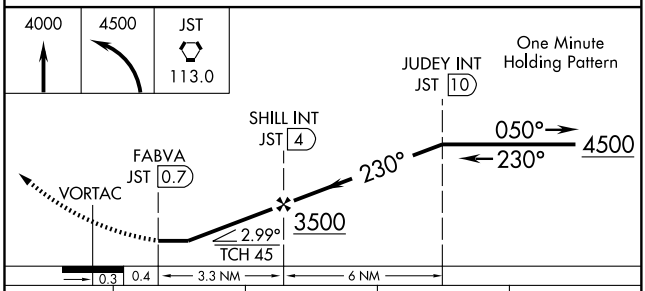
MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

| VORTAC JST 113.0 Chan 77 | APP CRS 042° | Rwy ldg 4386<br>TDZE 2283<br>Apt Elev 2284 |
|---|---|---|

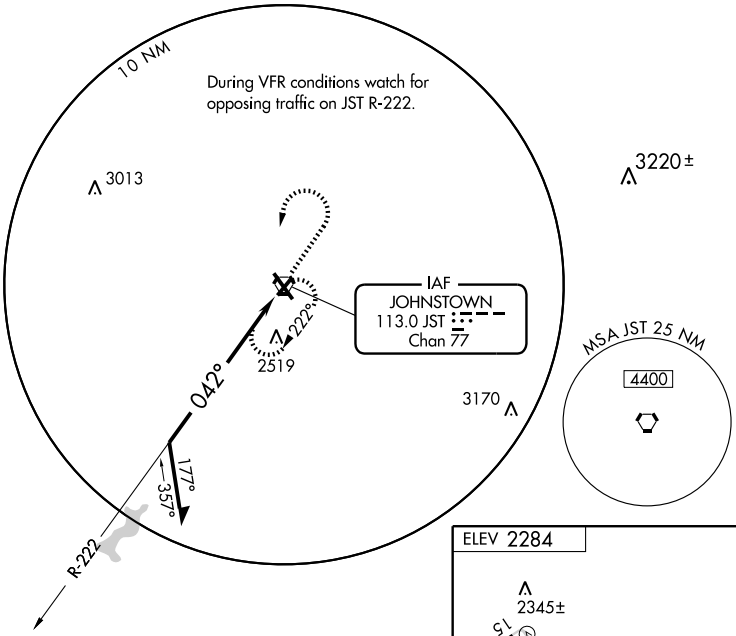
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

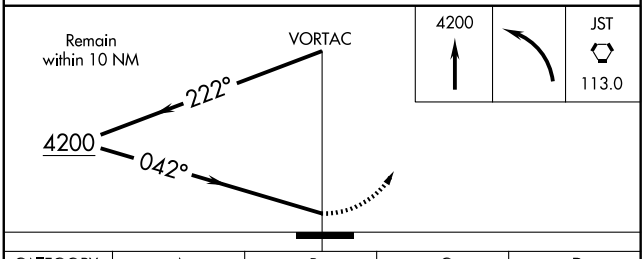
# VOR RWY 5

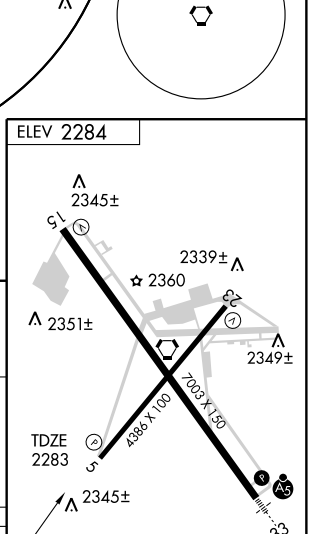
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 2880-1 597 (600-1) | | 2880-1½ 597 (600-1½) | 2880-1¾ 597 (600-1¾) |
| CIRCLING | 2880-1 596 (600-1) | | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

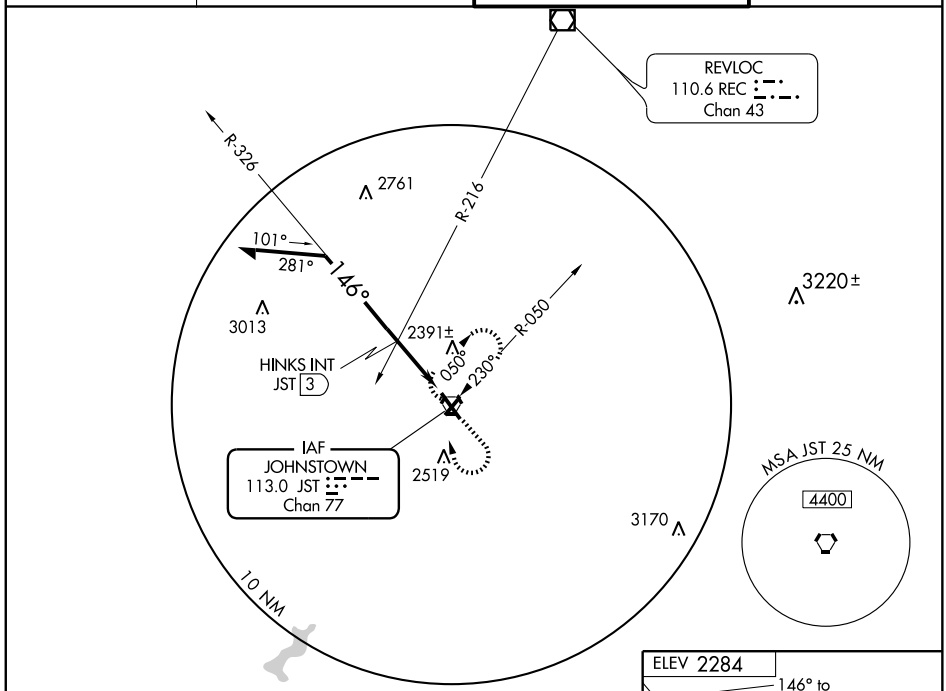
NE-4. 14 JAN 2010 to 11 FEB 2010

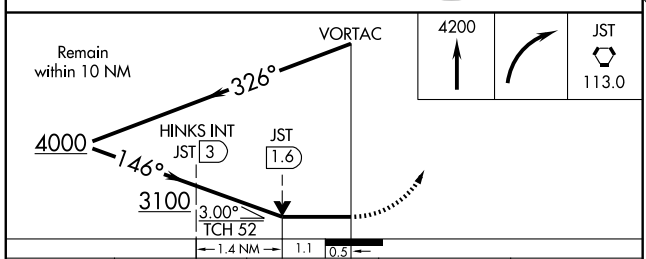
| VORTAC JST 113.0 Chan 77 | APP CRS 146° | Rwy ldg 7003<br>TDZE 2276<br>Apt Elev 2284 |
|---|---|---|

JOHNSTOWN /
# VOR RWY 15
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

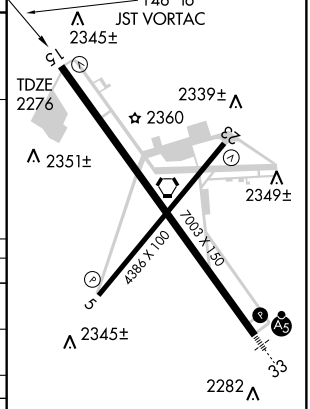
MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 3100-1<br>824 (900-1) | 3100-1¼<br>824 (900-1¼) | 3100-2½<br>824 (900-2½) | 3100-2¾<br>824 (900-2¾) |
| CIRCLING | 3100-1<br>816 (900-1) | 3100-1¼<br>816 (900-1¼) | 3100-2½<br>816 (900-2½) | 3100-2¾<br>816 (900-2¾) |
| HINKS FIX MINIMUMS | | | | |
| S-15 | 2660-1 384 (400-1) | | | 2660-1¼<br>384 (400-1¼) |
| CIRCLING | 2660-1<br>376 (400-1) | 2740-1<br>456 (500-1) | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2) |




REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC JST 113.0 Chan 77 | APP CRS 230° | Rwy ldg 4386 TDZE 2284 Apt Elev 2284 |
|---|---|---|

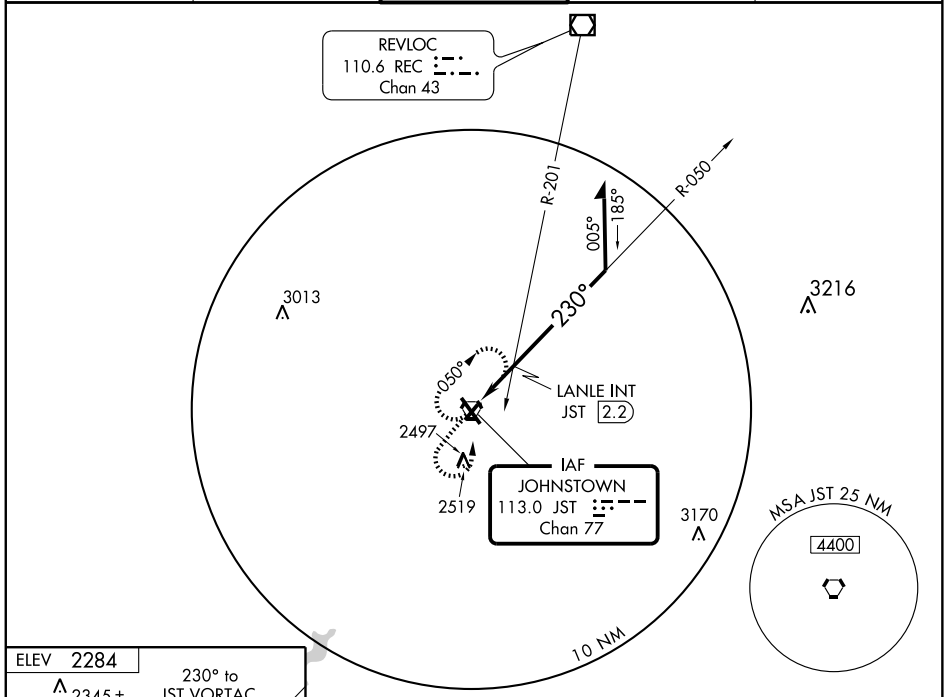
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

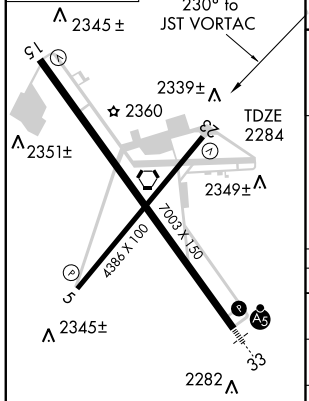
# VOR RWY 23

Visibility reduction by helicopters NA.

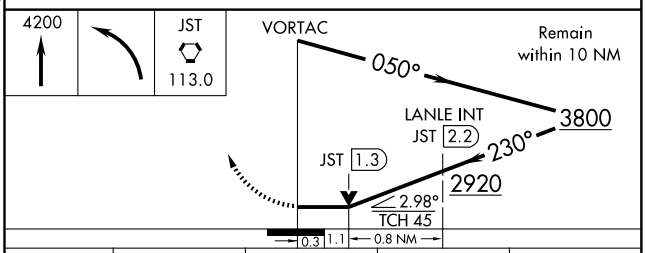
MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



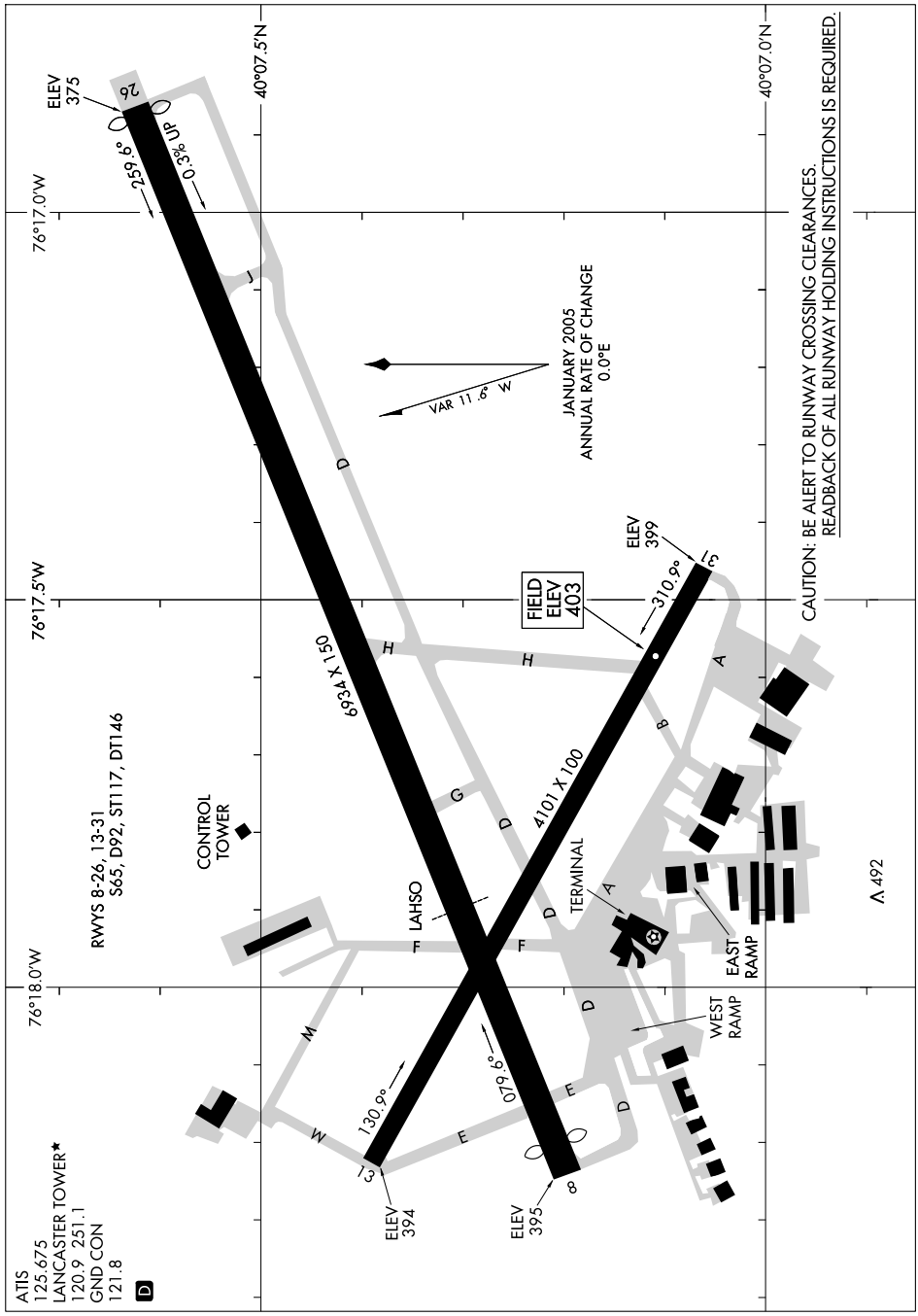

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2920-1 636 (700-1) | | 2920-1¾ 636 (700-1¾) | 2920-2 636 (700-2) |
| CIRCLING | 2920-1 636 (700-1) | | 2920-1¾ 636 (700-1¾) | 2920-2 636 (700-2) |
| LANLE FIX MINIMUMS | | | | |
| S-23 | 2660-1 376 (400-1) | | | 2660-1¼ 376 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-927 (FAA)

LANCASTER (LNS)
LANCASTER, PENNSYLVANIA



# ILS or LOC RWY 8
## LANCASTER (LNS)

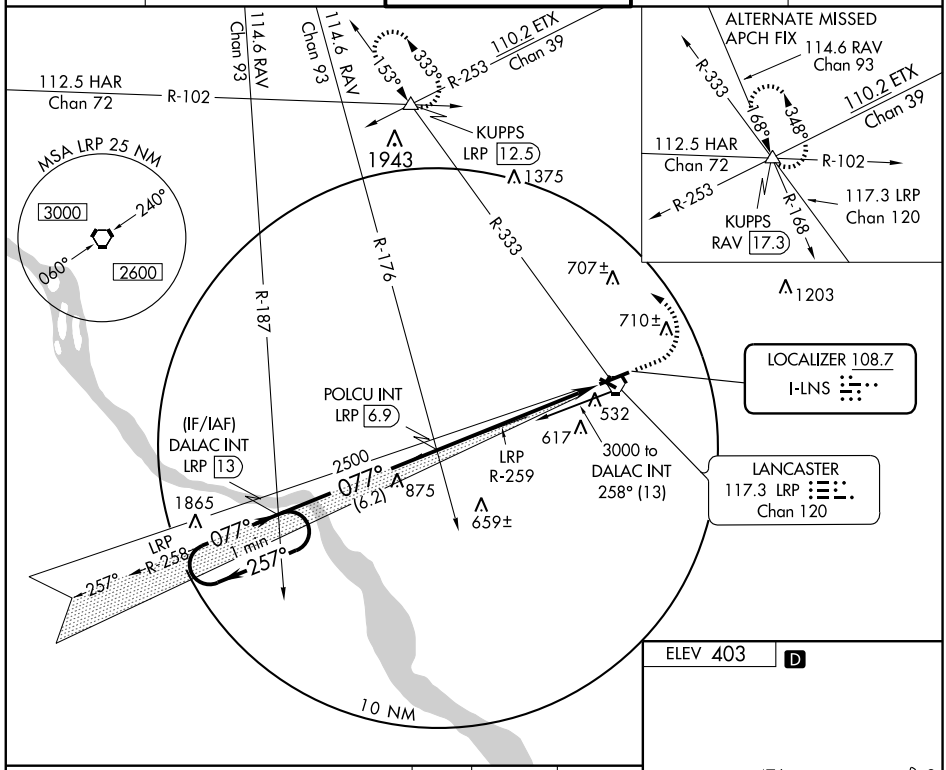
| LOC I-LNS | APP CRS | Rwy ldg | 6275 |
|---|---|---|---|
| 108.7 | 077° | TDZE | 399 |
| | | Apt Elev | 403 |

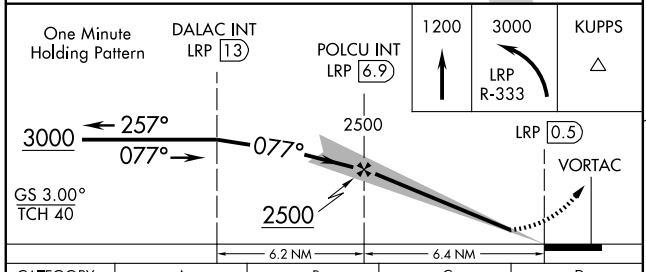
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

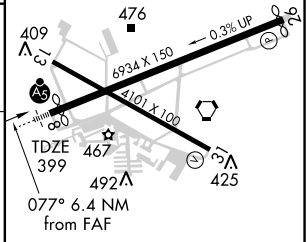
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 599-¾ 200 (200-¾) | | | |
| S-LOC 8 | 840-1 441 (500-1) | | 840-1¼ 441 (500-1¼) | 840-1½ 441 (500-1½) |
| CIRCLING | 940-1 537 (600-1) | | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

NE-4. 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 8
## LANCASTER (LNS)

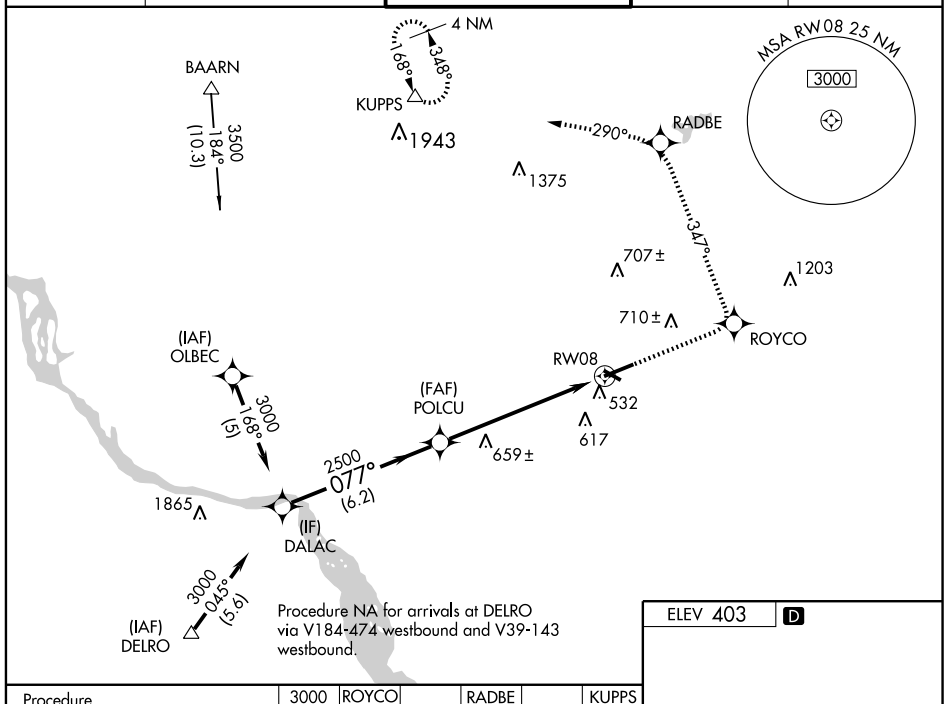
| WAAS CH 77915 W08A | APP CRS 077° | Rwy ldg 6275<br>TDZE 399<br>Apt Elev 403 |
|---|---|---|

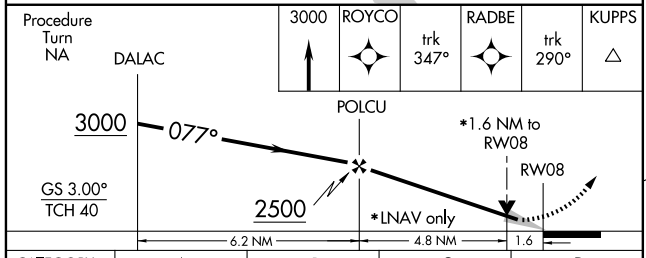
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

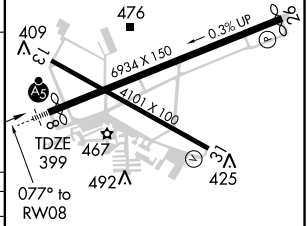
MALSR

MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 649-1 250 (300-1) | | | |
| LNAV/VNAV DA | 879-1¾ 480 (500-1¾) | | | |
| LNAV MDA | 940-1 541 (600-1) | | 940-1½ 541 (600-1½) | 940-1¾ 541 (600-1¾) |
| CIRCLING | 940-1 537 (600-1) | | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5775 |
|---|---|---|
| 257° | TDZE | 387 |
| | Apt Elev | 403 |

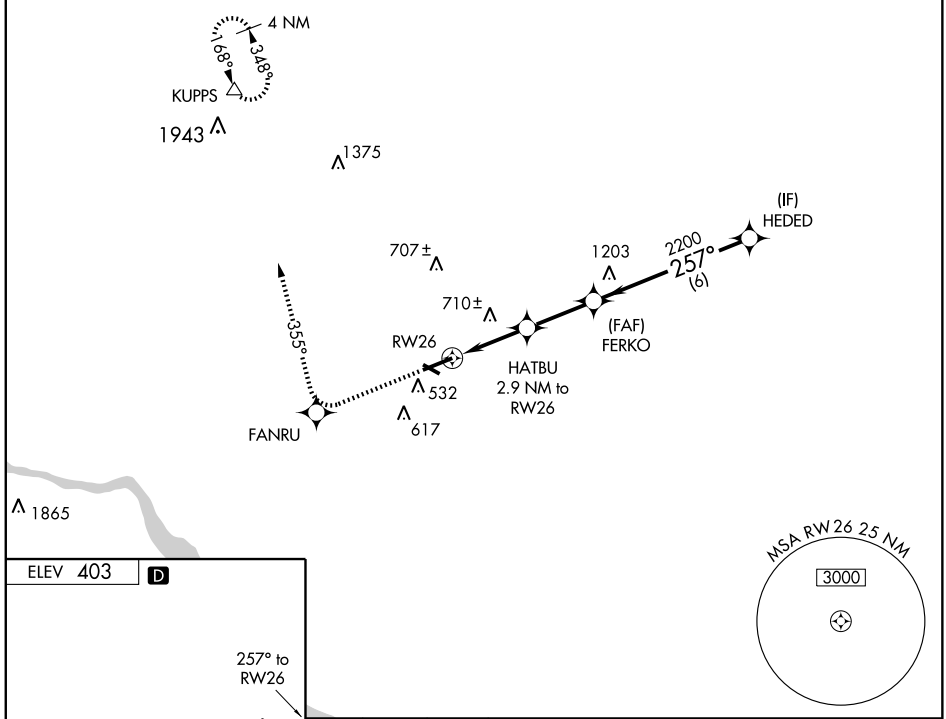
# RNAV (GPS) RWY 26
## LANCASTER (LNS)

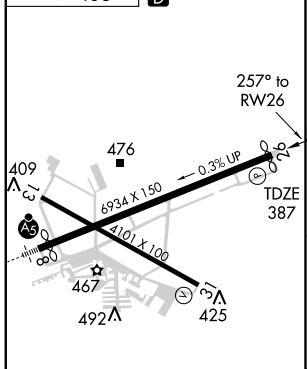
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

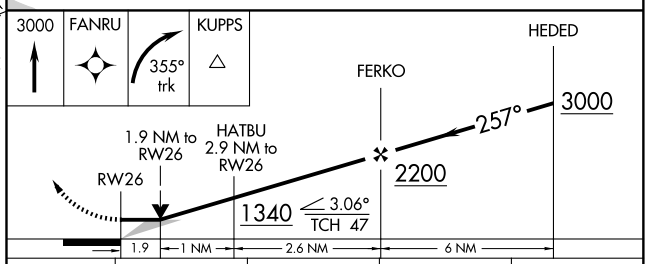
MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.

| ATIS | HARRISBURG APP CON | | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.675 | 126.45 | 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 633 (700-1) | | 1020-1¾ 633 (700-1¾) | 1020-2 633 (700-2) |
| CIRCLING | 1020-1 617 (700-1) | | 1020-1¾ 617 (700-1¾) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4102 |
|---|---|---|
| 308° | TDZE | 403 |
| | Apt Elev | 403 |

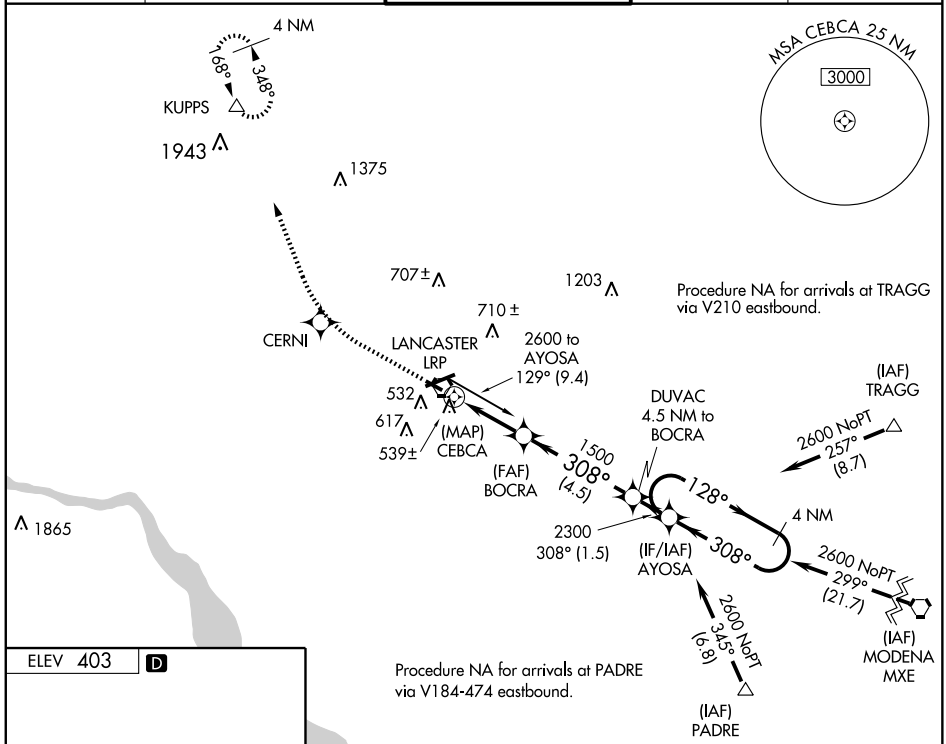
# RNAV (GPS) RWY 31
## LANCASTER (LNS)

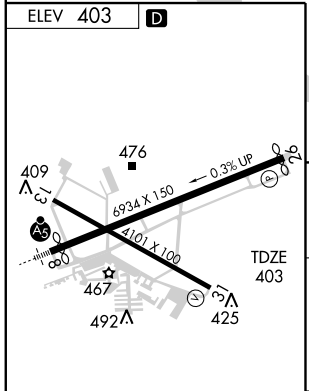
NA

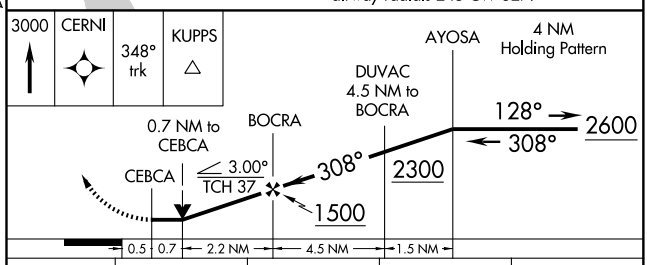
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

| ATIS | HARRISBURG APP CON | | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.675 | 126.45 | 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 397 (400-1) | | | 800-1¼ 397 (400-1¼) |
| CIRCLING | 920-1 517 (600-1) | | 920-1½ 517 (600-1½) | 1080-2¼ 677 (700-2¼) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# VOR/DME RWY 8
## LANCASTER (LNS)

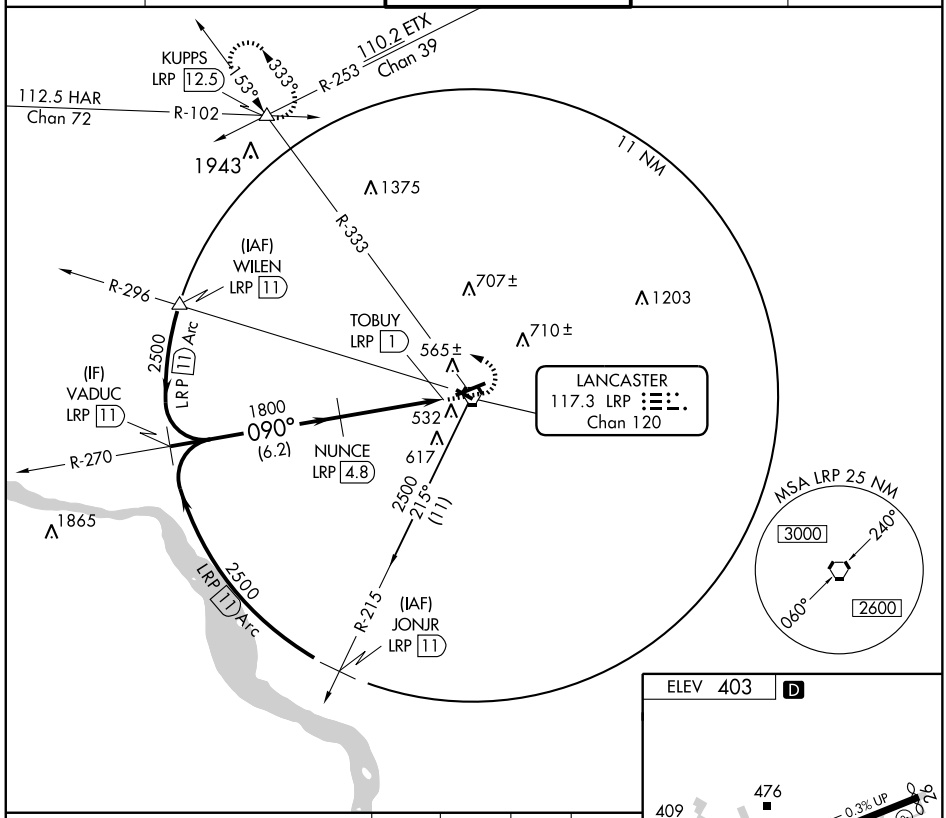
| VORTAC LRP | APP CRS | Rwy ldg | 6275 |
|---|---|---|---|
| 117.3 | 090° | TDZE | 399 |
| Chan 120 | | Apt Elev | 403 |

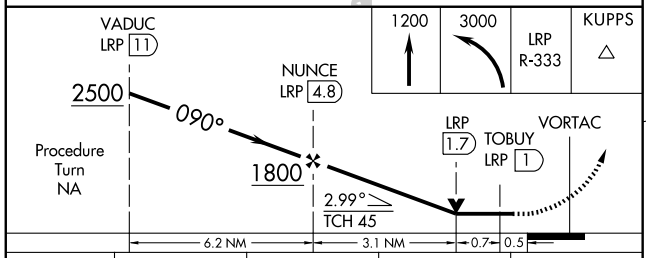
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility¼ mile.

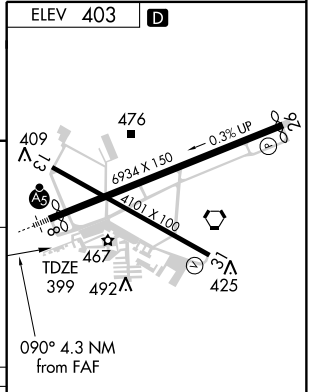
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 820-1 421 (500-1) | | 820-1¼ 421 (500-1¼) | |
| CIRCLING | 940-1 537 (600-1) | | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

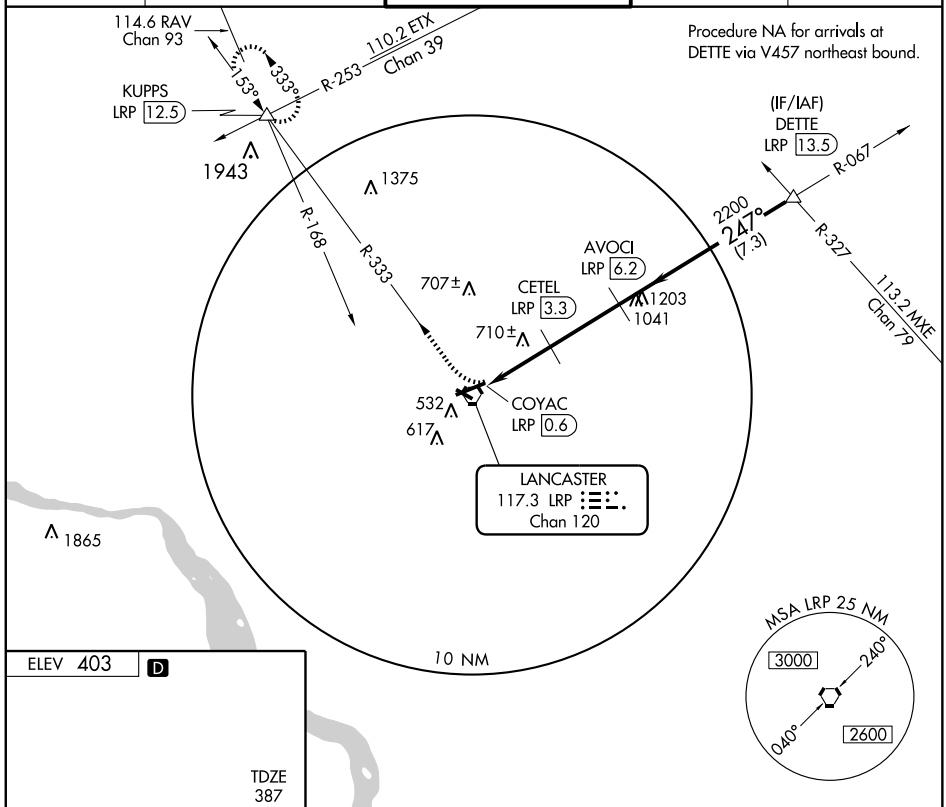
| VORTAC LRP | APP CRS | Rwy ldg | 5775 |
|---|---|---|---|
| 117.3 | 247° | TDZE | 387 |
| Chan 120 | | Apt Elev | 403 |

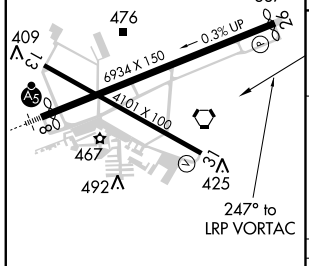
# VOR/DME RWY 26
## LANCASTER (LNS)

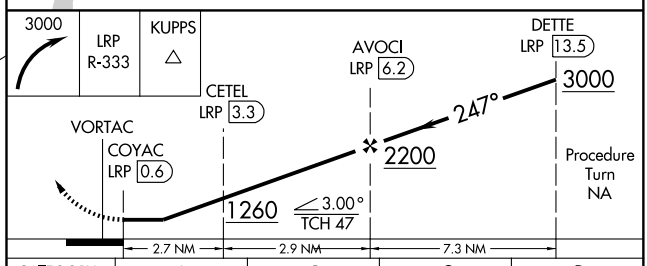
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.675 | 126.45 | 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1020-1 633 (700-1) | | 1020-1¾ 633 (700-1¾) | 1020-2 633 (700-2) |
| CIRCLING | 1020-1 617 (700-1) | | 1020-1¾ 617 (700-1¾) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 14 JAN 2010 to 11 FEB 2010

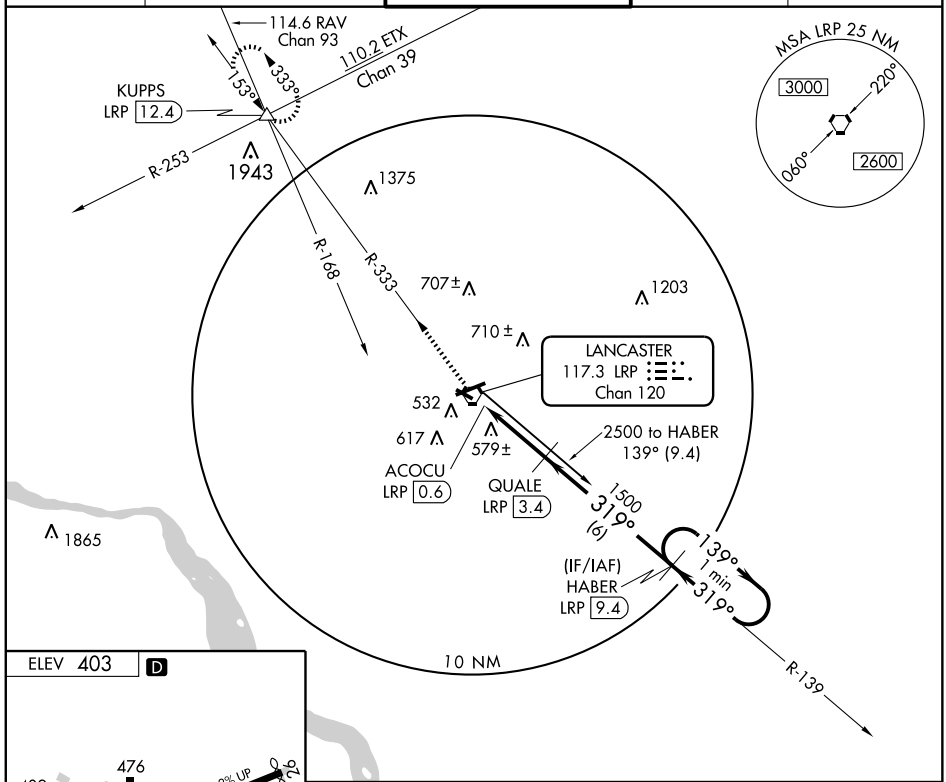
| VORTAC LRP | APP CRS | Rwy ldg | 4102 |
|---|---|---|---|
| 117.3 | 319° | TDZE | 403 |
| Chan 120 | | Apt Elev | 403 |

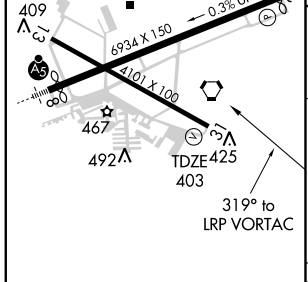
# VOR/DME RWY 31
## LANCASTER (LNS)

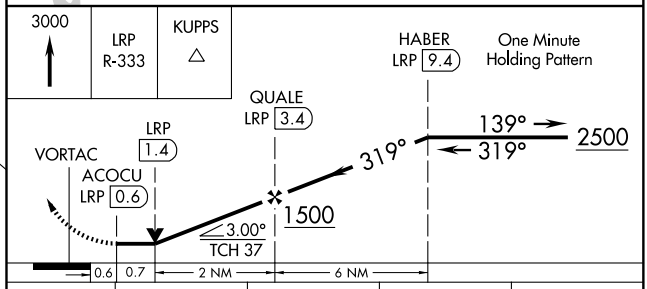
If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 840-1 | 437 (500-1) | 840-1¼ 437 (500-1¼) | 840-1½ 437 (500-1½) |
| CIRCLING | 920-1 | 517 (600-1) | 920-1½ 517 (600-1½) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 14 JAN 2010 to 11 FEB 2010

# VOR RWY 8
## LANCASTER (LNS)

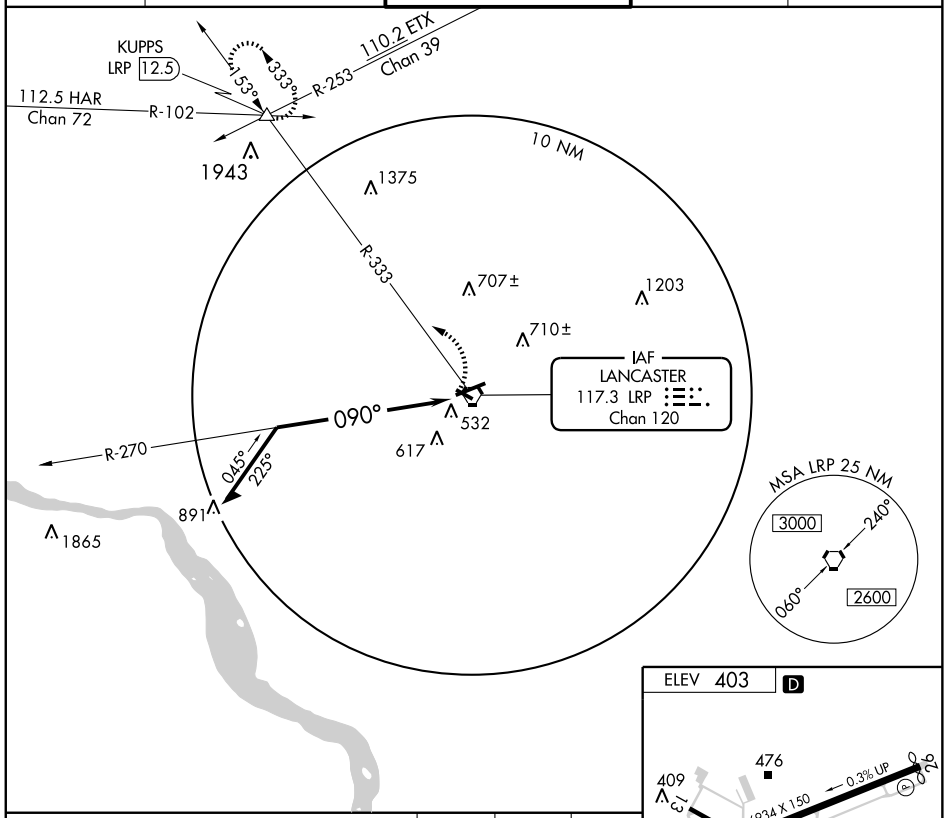
| VORTAC LRP | APP CRS | Rwy ldg | 6275 |
|---|---|---|---|
| 117.3 | 090° | TDZE | 399 |
| Chan 120 | | Apt Elev | 403 |

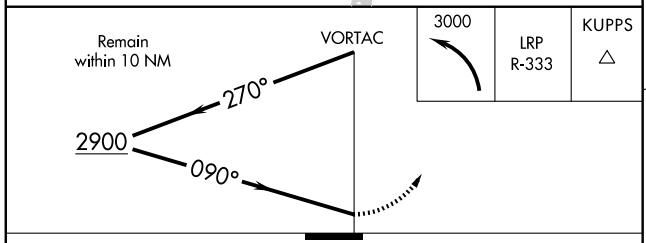
Inoperative table does not apply.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

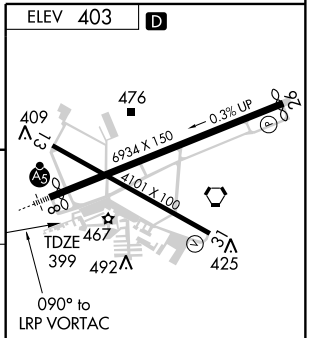
MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1400-1¼ 1001 (1000-1¼) | 1400-1½ 1001 (1000-1½) | 1400-3 | 1001 (1000-3) |
| CIRCLING | 1400-1¼ 997 (1000-1¼) | 1400-1½ 997 (1000-1½) | 1400-3 | 997 (1000-3) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

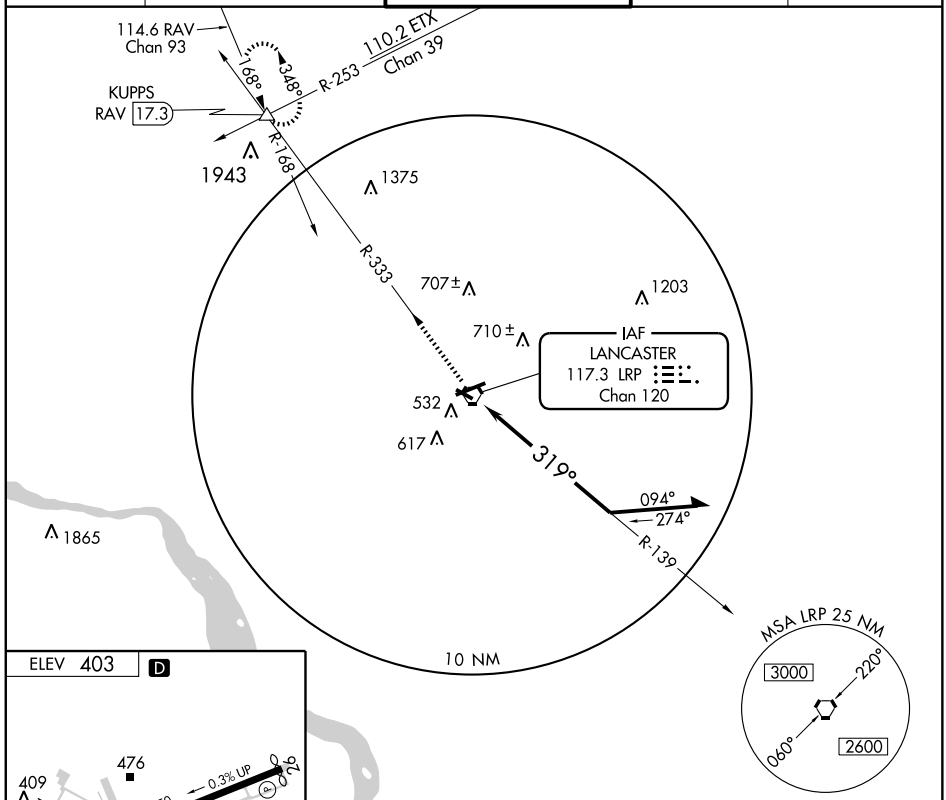
NE-4. 14 JAN 2010 to 11 FEB 2010

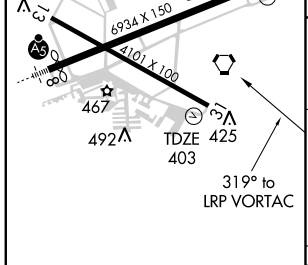
| VORTAC LRP | APP CRS | Rwy ldg | 4102 |
|---|---|---|---|
| 117.3 | 319° | TDZE | 403 |
| Chan 120 | | Apt Elev | 403 |

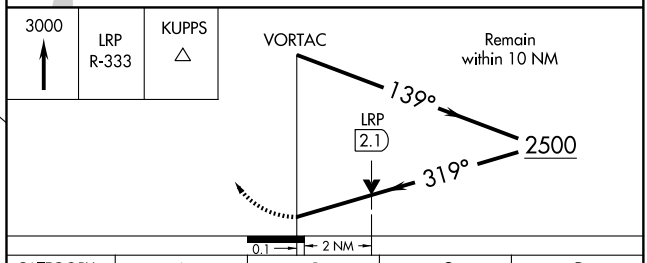
# VOR RWY 31
## LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1060-1 657 (700-1) | | 1060-1¾ 657 (700-1¾) | 1060-2 657 (700-2) |
| CIRCLING | 1060-1 657 (700-1) | | 1060-1¾ 657 (700-1¾) | 1080-2¼ 677 (700-2¼) |

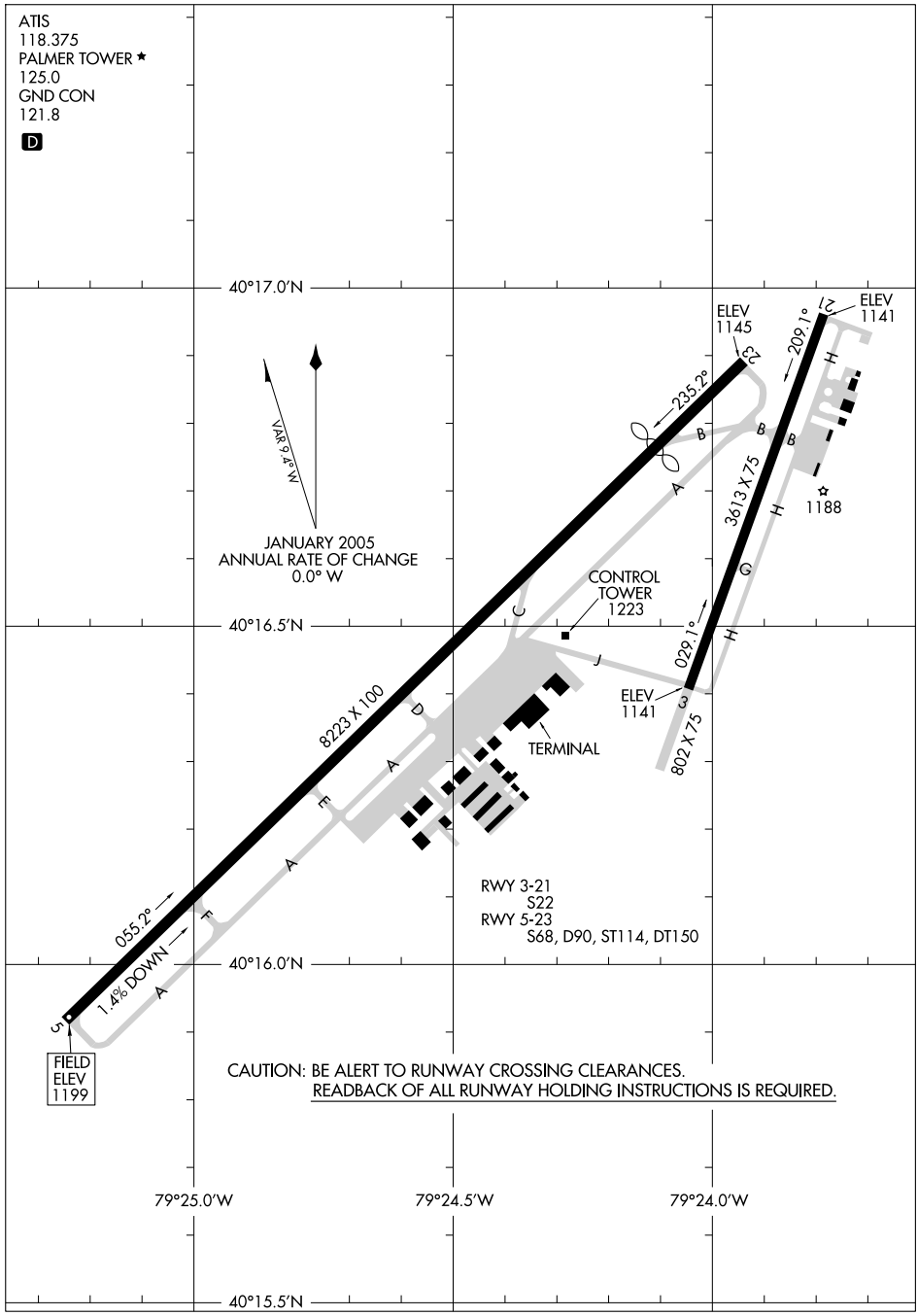
REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA

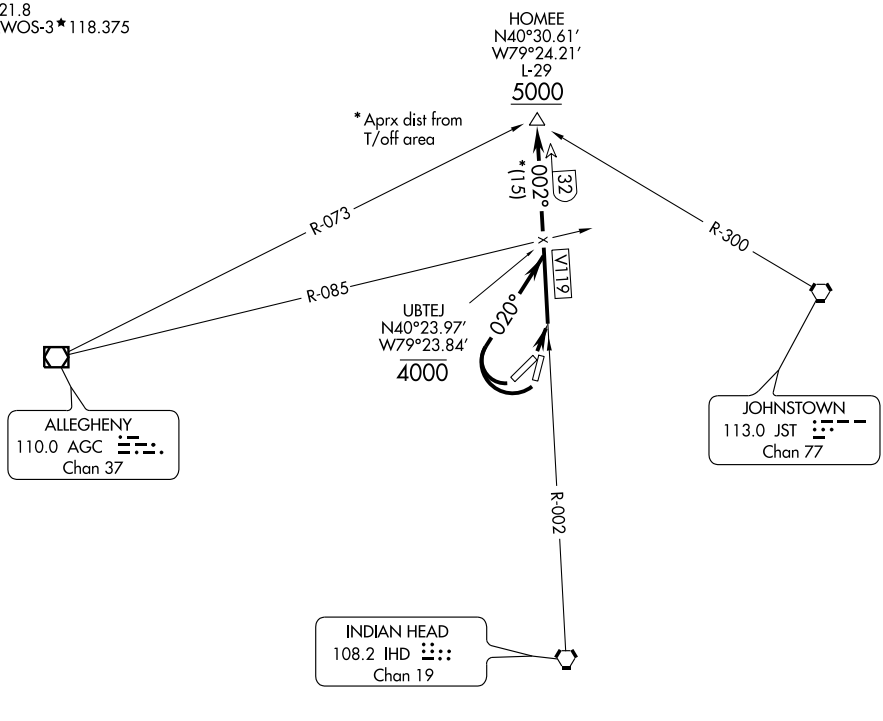



NE-4, 14 JAN 2010 to 11 FEB 2010

# HOMEE TWO DEPARTURE

SL-5125 (FAA)

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER★
125.0 (CTAF)
GND CON
121.8
AWOS-3★118.375




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence . . . .
TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002. Thence . . . .
. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000′. Cross HOMEE INT at or above 5000′. Thence via (assigned route).

| LOC I-LBE | APP CRS | Rwy ldg | 7373 |
|---|---|---|---|
| 110.9 | 233° | TDZE | 1145 |
| | | Apt Elev | 1199 |

# ILS or LOC RWY 23

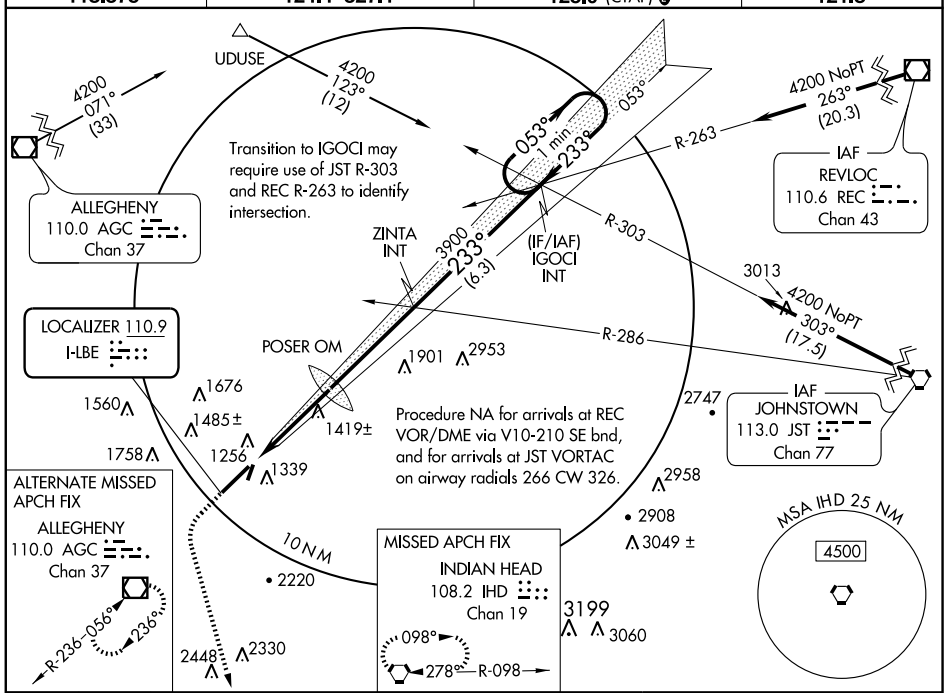
## LATROBE/ARNOLD PALMER RGNL (LBE)

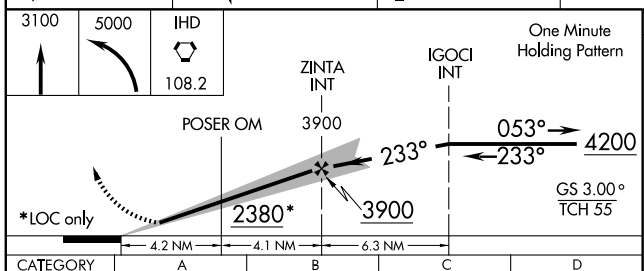
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409′, and all MDAs 80′. Circling to Rwy 3 NA at night.

MALSR

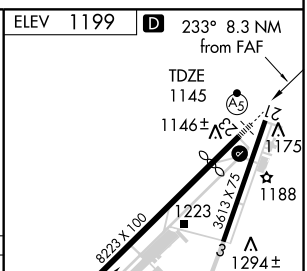
MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1345-½ 200 (200-½) | | | |
| S-LOC 23 | 2380-1¼ 1235 (1200-1¼) | | 2380-2½ 1235 (1200-2½) | |
| CIRCLING | 2380-1¼ 1181 (1200-1¼) | 2380-1½ 1181 (1200-1½) | 2380-3 1181 (1200-3) | |
| POSER OM MINIMUMS | | | | |
| S-LOC 23 | 1680-½ 535 (500-½) | | 1680-1 535 (500-1) | 1680-1¼ 535 (500-1¼) |
| CIRCLING | 1720-1 521 (600-1) | | 1780-1½ 581 (600-1½) | 1800-2 601 (700-2) |




| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| NDB BHU | APP CRS | Rwy ldg | 7373 |
|---|---|---|---|
| 382 | 233° | TDZE | 1139 |
| | | Apt Elev | 1185 |

# NDB RWY 23

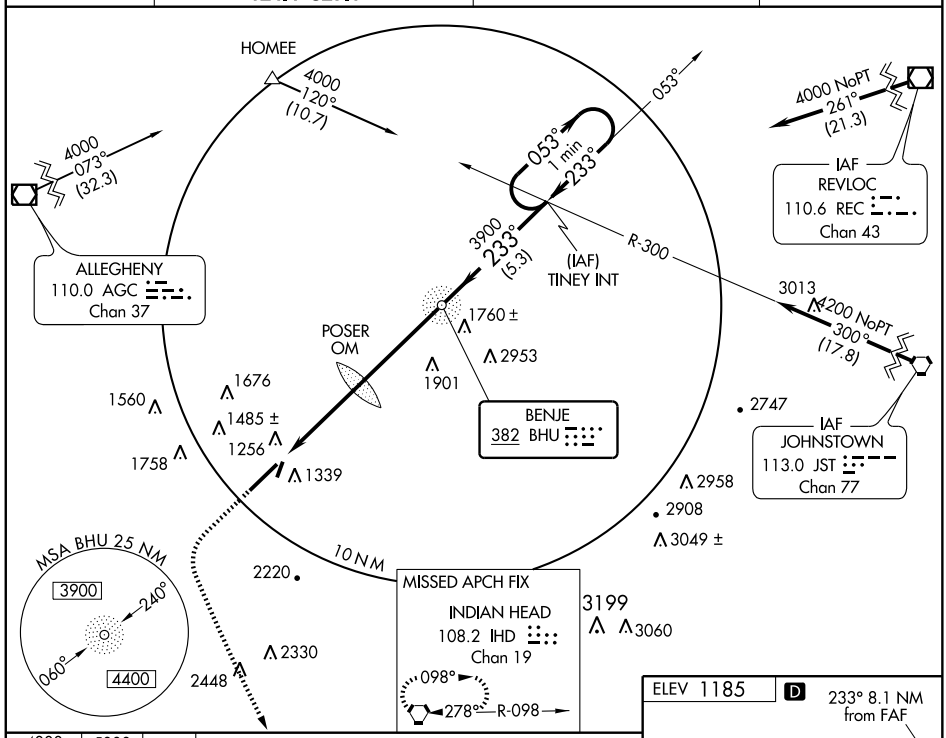
## LATROBE/ ARNOLD PALMER RGNL (LBE)

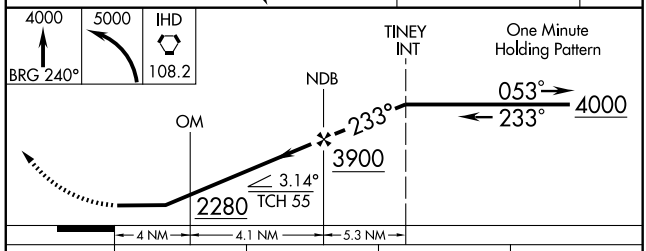
Circling not authorized SE of Rwy 3-21.
Circling not authorized to Rwy 3 at night.
Inoperative table does not apply.

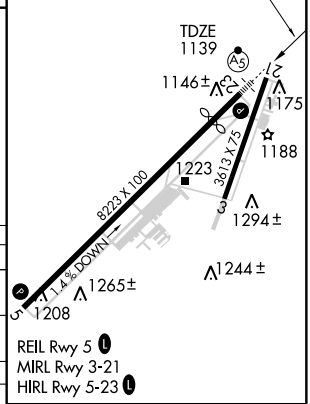
MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |




REIL Rwy 5 L
MIRL Rwy 3-21
HIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2280-1¼ 1141 (1100-1¼) | 2280-1½ 1141 (1100-1½) | 2280-3 1141 (1100-3) | |
| CIRCLING | 2280-1¼ 1095 (1100-1¼) | 2280-1½ 1095 (1100-1½) | 2280-3 1095 (1100-3) | |
| OM MINIMUMS | | | | |
| S-23 | 1940-1 801 (800-1) | 1940-1¼ 801 (800-1¼) | 1940-2¼ 801 (800-2¼) | 1940-2½ 801 (800-2½) |
| CIRCLING | 1940-1 755 (800-1) | 1940-1¼ 755 (800-1¼) | 1940-2¼ 755 (800-2¼) | 1940-2½ 755 (800-2½) |

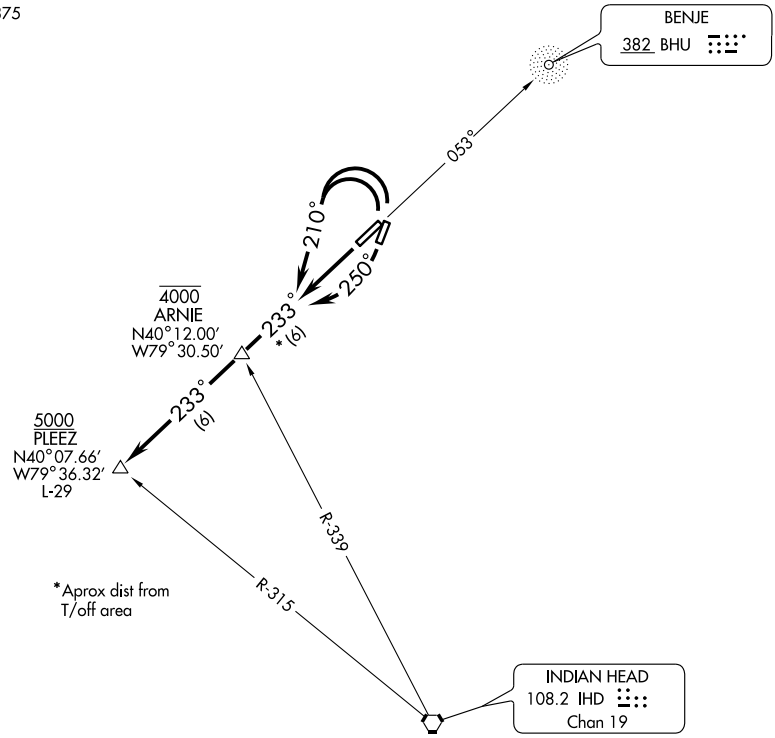
| FAF to MAP 8.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |

NE-4. 14 JAN 2010 to 11 FEB 2010

# PLEEZ TWO DEPARTURE

SL-5125 (FAA)

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER★
125.0 (CTAF)
GND CON
121.8
AWOS-3★118.375




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .
. . . . Via BHU 233° bearing to PLEEZ INT.
Cross ARNIE INT at or below 4000′.
Cross PLEEZ INT at or above 5000′. Thence via (assigned route).

| APP CRS | Rwy ldg | 8223 |
|---|---|---|
| 053° | TDZE | 1199 |
| | Apt Elev | 1199 |

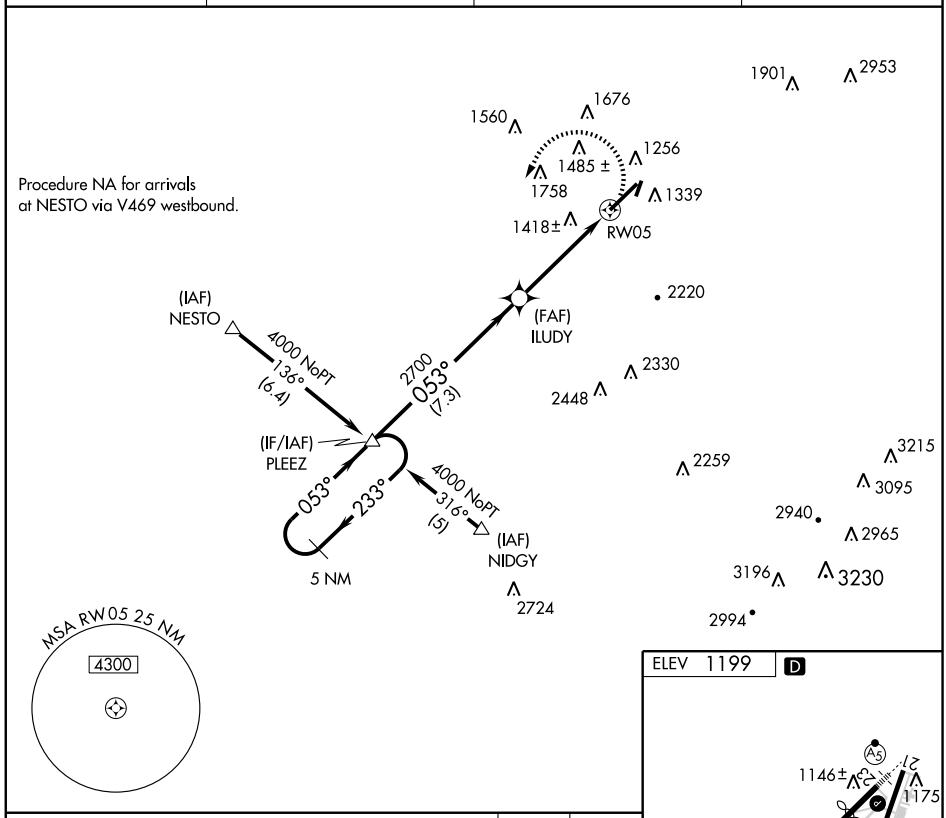
# RNAV (GPS) RWY 5

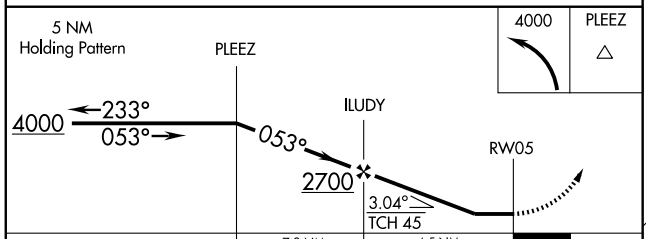
## LATROBE/ARNOLD PALMER RGNL (LBE)

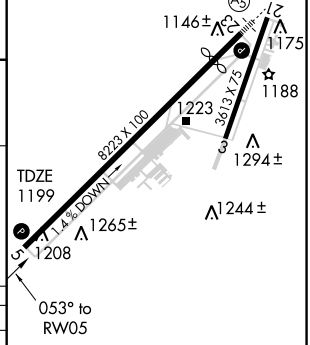
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |




REIL Rwy 5 L
MIRL Rwy 3-21
HIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680 - 1 481 (500-1) | | 1680 - 1¼ 481 (500-1¼) | 1680 - 1½ 481 (500-1½) |
| CIRCLING | 1720 - 1 521 (600-1) | | 1780 - 1½ 581 (600-1½) | 1800 - 2 601 (700-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70499 W23A | APP CRS 233° | Rwy ldg 7373<br>TDZE 1145<br>Apt Elev 1199 |
|---|---|---|

# RNAV (GPS) RWY 23

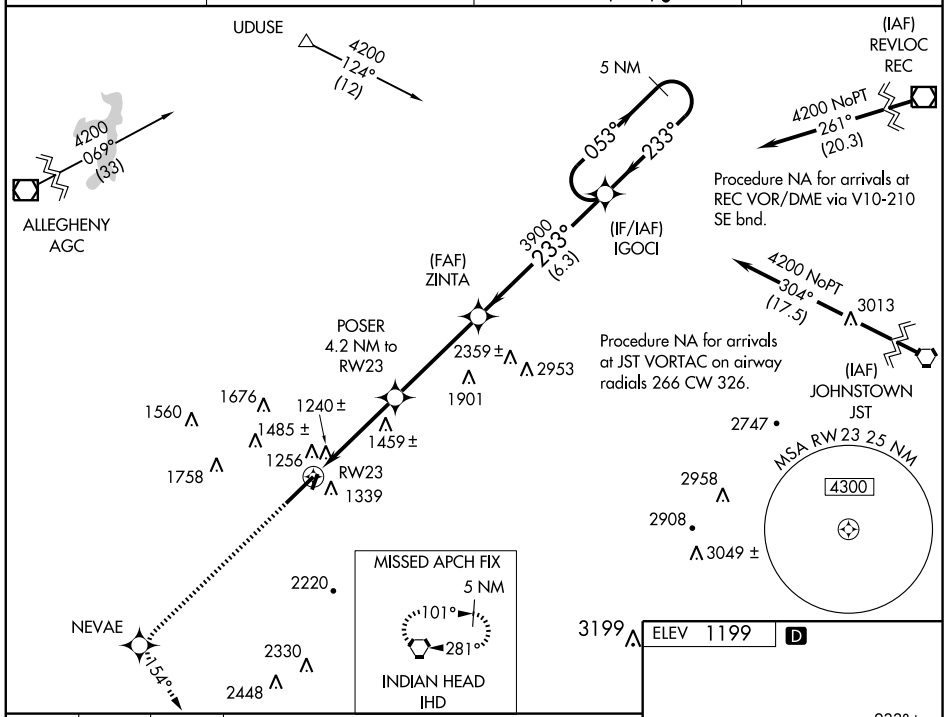
## LATROBE/ARNOLD PALMER RGNL (LBE)

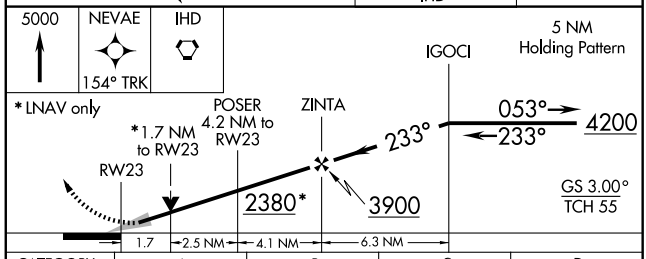
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'. Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

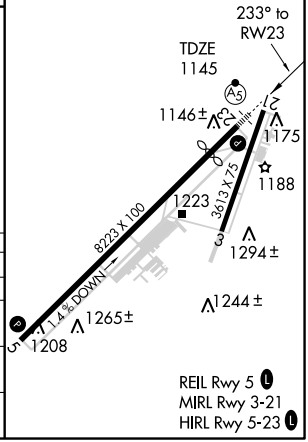
MALSR

MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1420 - ½ 275 (300-½) | | | |
| LNAV/ VNAV DA | 1544 - 1 399 (400-1) | | | |
| LNAV MDA | 1720 - ½ 575 (600-½) | | 1720 - 1 575 (600-1) | 1720 - 1¼ 575 (600-1¼) |
| CIRCLING | 1720 - 1 521 (600-1) | | 1780 - 1½ 581 (600-1½) | 1800 - 2 601 (700-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LQX NDB | APP CRS | Rwy ldg | 3000 |
|---|---|---|---|
| 339 | 070° | TDZE | 534 |
| | | Apt Elev | 534 |

# NDB RWY 8

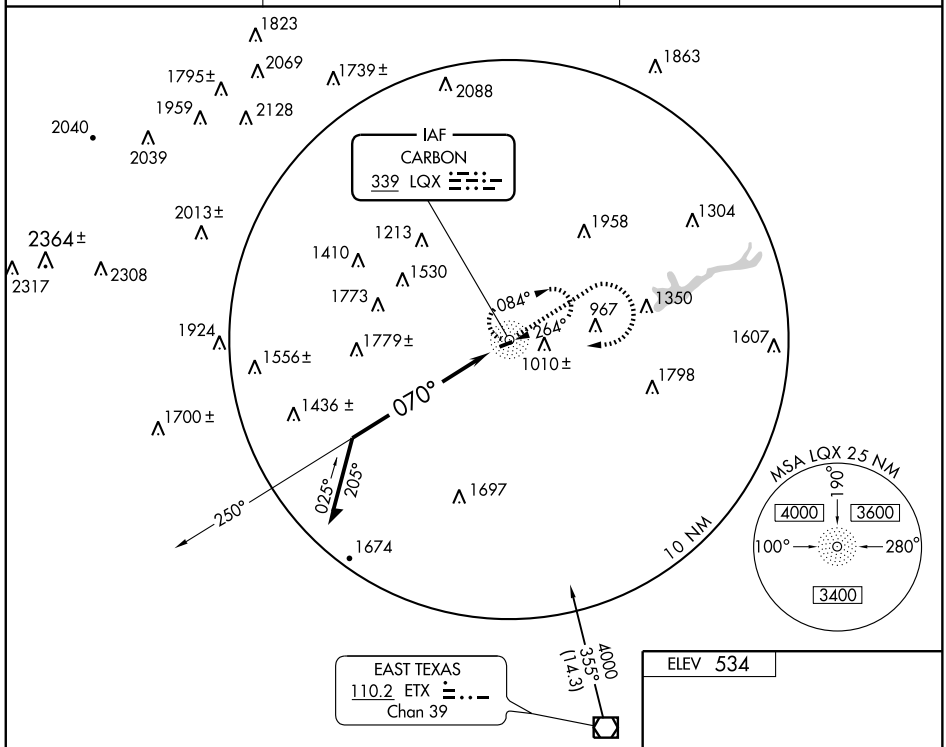
## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

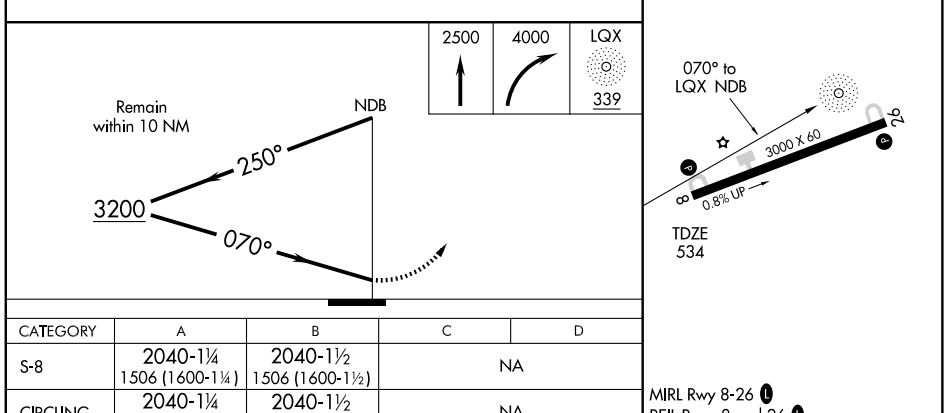
T
A NA

Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2040-1¼<br>1506 (1600-1¼) | 2040-1½<br>1506 (1600-1½) | NA | |
| CIRCLING | 2040-1¼<br>1506 (1600-1¼) | 2040-1½<br>1506 (1600-1½) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| LQX NDB | APP CRS | Rwy ldg | 3000 |
|---|---|---|---|
| 339 | 264° | TDZE | 534 |
| | | Apt Elev | 534 |

# NDB RWY 26

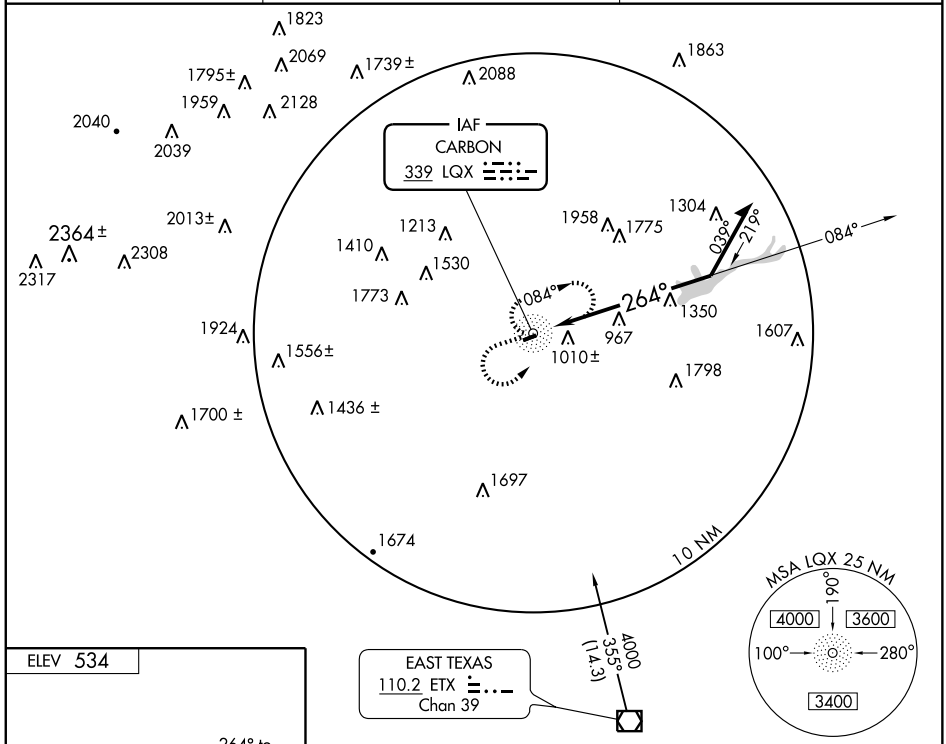
## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

T
NA

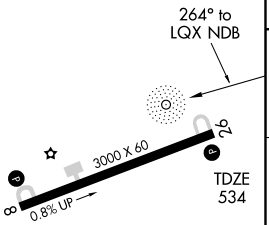
Use Allentown/Lehigh Valley Intl altimeter setting.

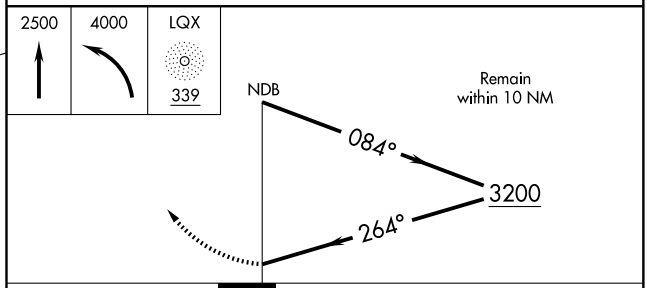
MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |




ELEV 534




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1980-1¼<br>1446 (1500-1¼) | 1980-1½<br>1446 (1500-1½) | NA | |
| CIRCLING | 1980-1¼<br>1446 (1500-1¼) | 1980-1½<br>1446 (1500-1½) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3000 |
|---|---|---|
| 081° | TDZE | 534 |
| | Apt Elev | 534 |

# RNAV (GPS) RWY 8

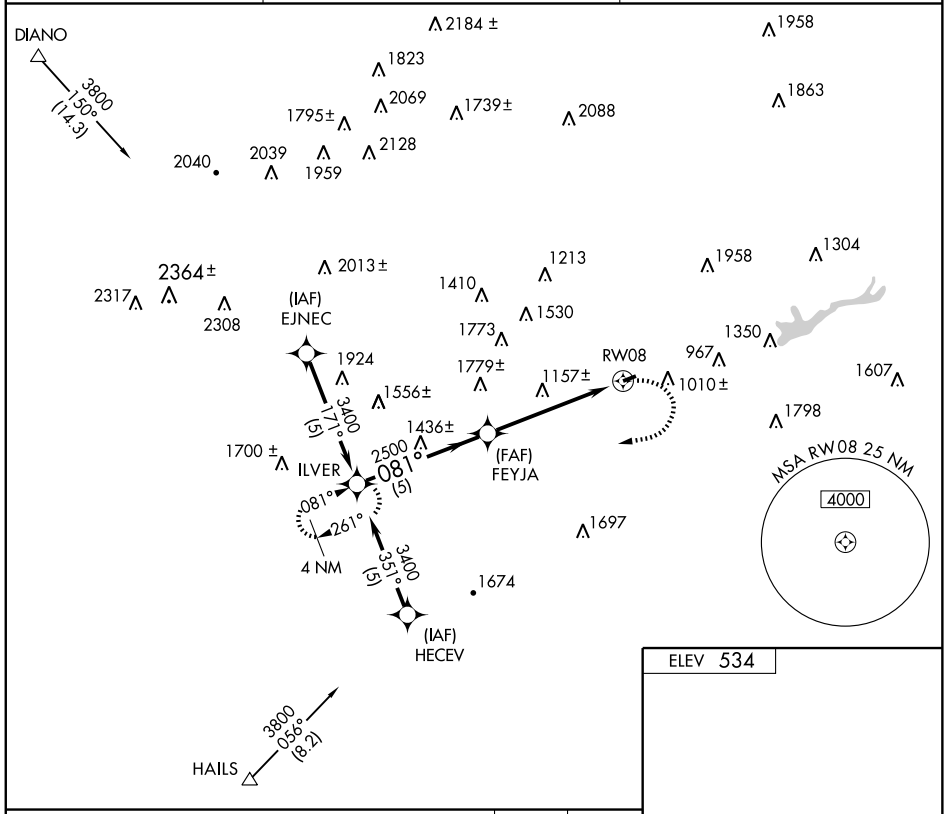
## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

T
NA

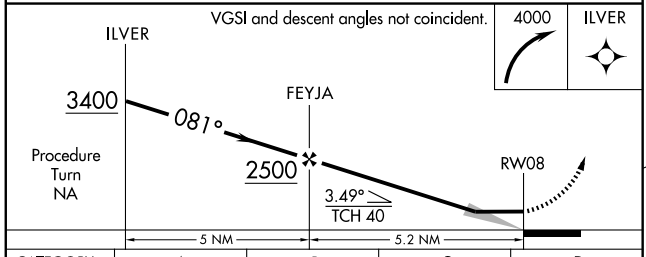
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |

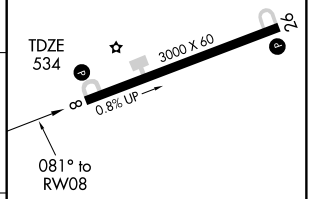



VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1¼ 1066 (1100-1¼) | 1600-1½ 1066 (1100-1½) | NA | |
| CIRCLING | 1600-1¼ 1066 (1100-1¼) | 1600-1½ 1066 (1100-1½) | NA | |

ELEV 534




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3000 |
|---|---|---|
| 261° | TDZE | 534 |
| | Apt Elev | 534 |

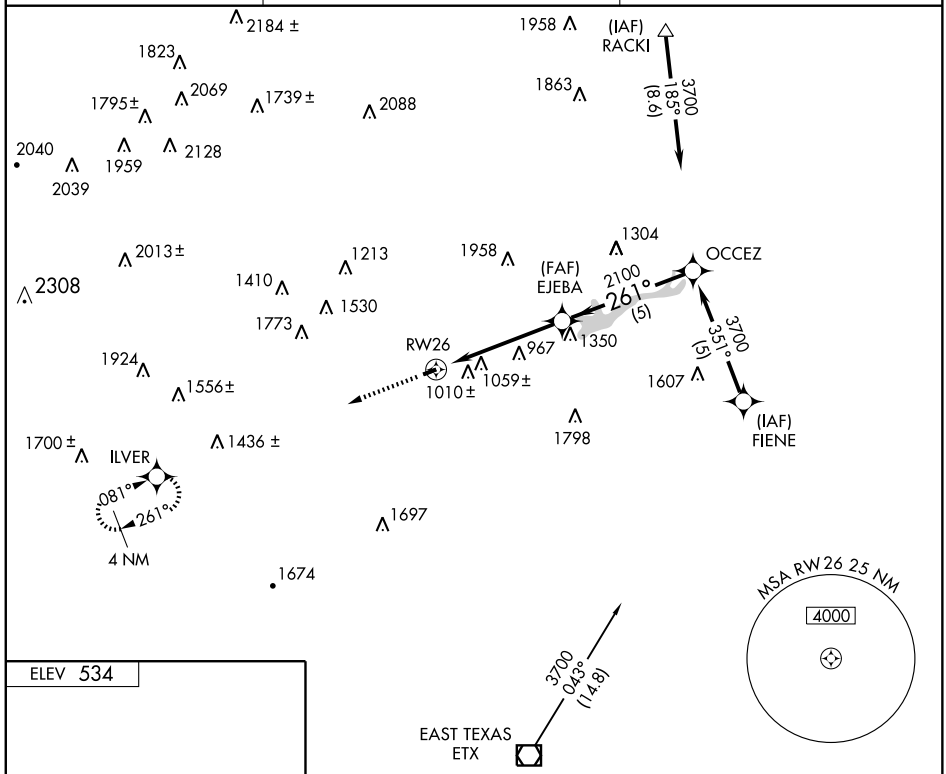
# RNAV (GPS) RWY 26

## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

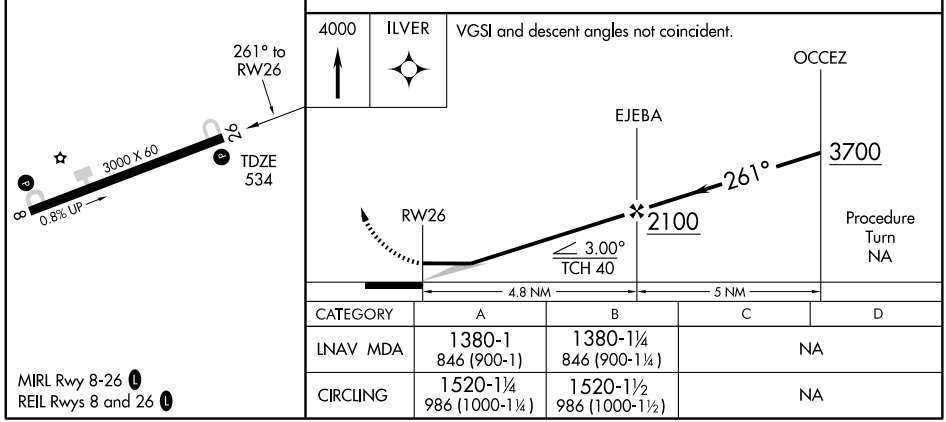
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |




ELEV 534




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1<br>846 (900-1) | 1380-1¼<br>846 (900-1¼) | NA | |
| CIRCLING | 1520-1¼<br>986 (1000-1¼) | 1520-1½<br>986 (1000-1½) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 259° | TDZE | N/A |
| | Apt Elev | 556 |

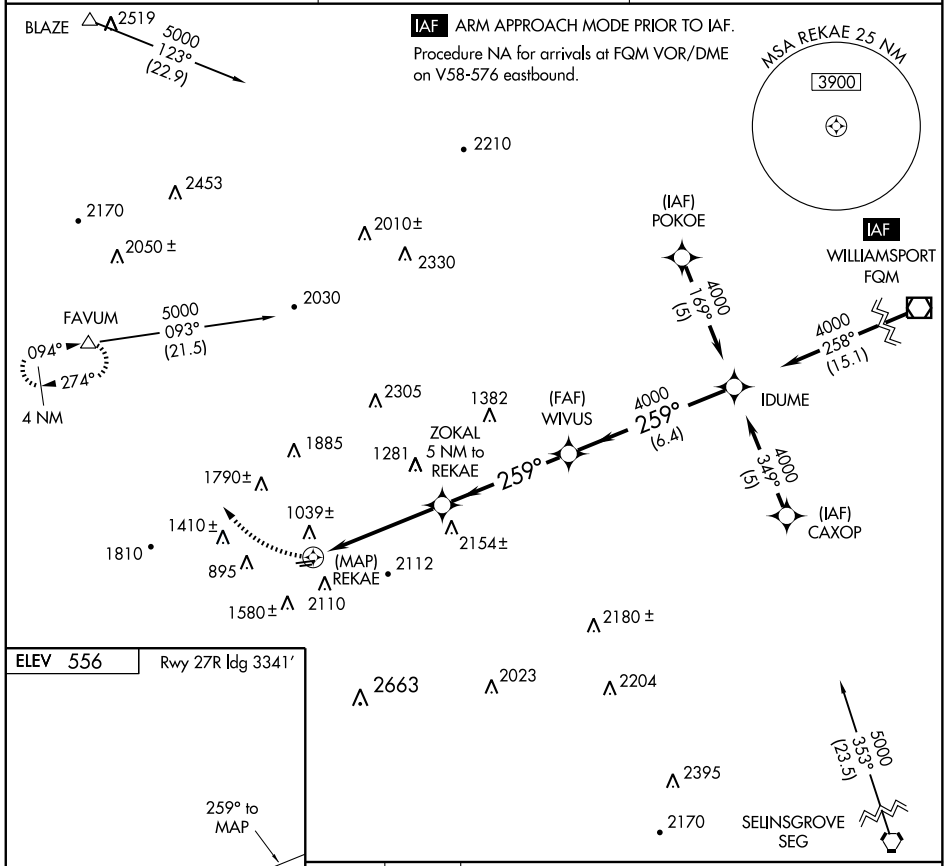
# RNAV (GPS)-A

## LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

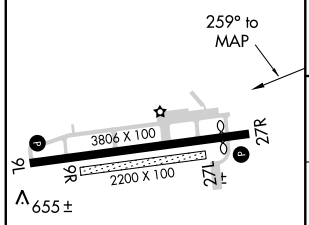
Use Williamsport Rgnl altimeter setting.
Circling NA south of Rwy 09-27. Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

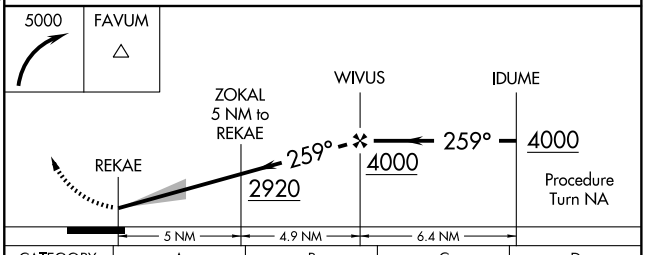
MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

| WILLIAMSPORT ASOS | NEW YORK CENTER | UNICOM |
|---|---|---|
| 125.225 | 134.8 338.3 | 122.8 (CTAF) |




ELEV 556 Rwy 27R ldg 3341′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1¼<br>1384 (1400-1¼) | 1940-1½<br>1384 (1400-1½) | 2000-3<br>1444 (1500-3) | NA |

REIL Rwys 9L and 27R
MIRL Rwy 9L-27R

| LOC I-GKJ | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| 108.5 | 249° | TDZE | 1400 |
| | | Apt Elev | 1400 |

# LOC RWY 25

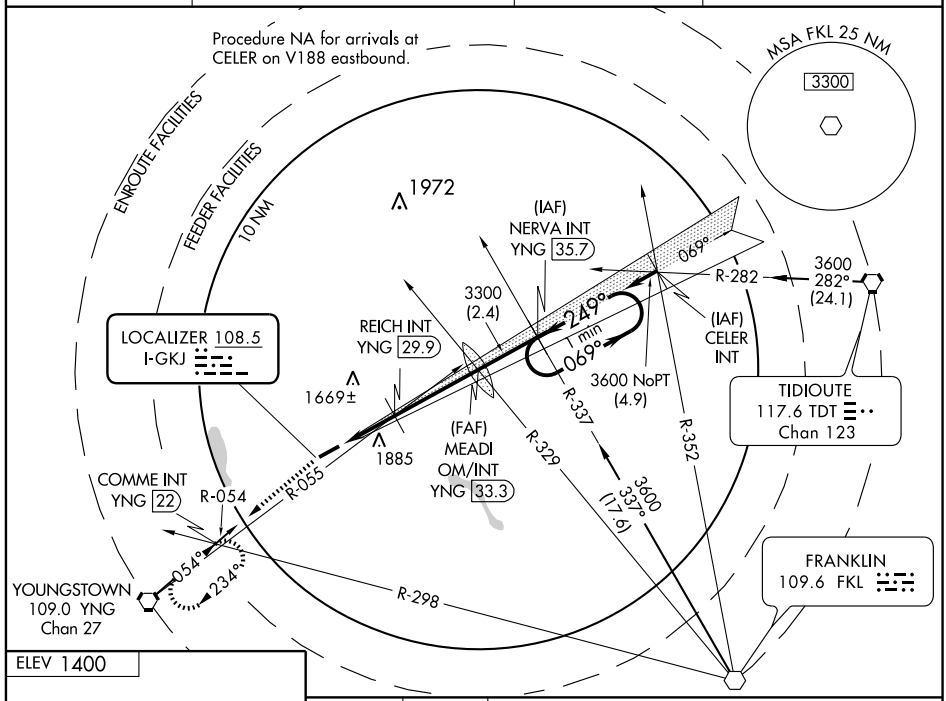
## MEADVILLE / PORT MEADVILLE (GKJ)

T
NA Inoperative table does not apply.

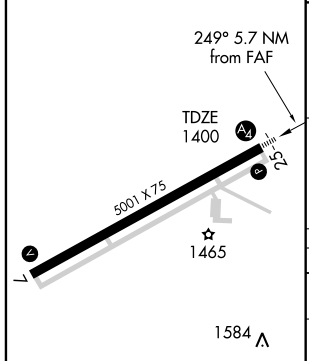
MALS

MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |

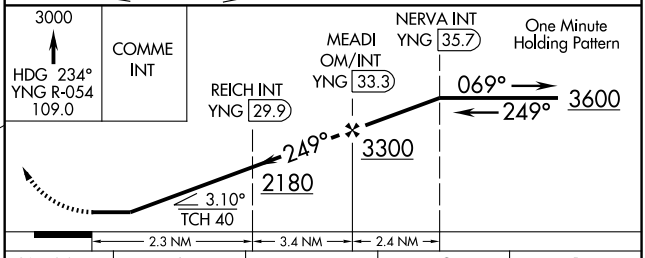



ELEV 1400




MIRL Rwy 7-25 L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2180-1<br>780 (800-1) | 2180-1¼<br>780 (800-1¼) | 2180-2¼<br>780 (800-2¼) | 2180-2½<br>780 (800-2½) |
| CIRCLING | 2180-1<br>780 (800-1) | 2200-1¼<br>800 (800-1¼) | 2200-2¼<br>800 (800-2¼) | 2200-2½<br>800 (800-2½) |
| REICH FIX MINIMUMS | | | | |
| S-25 | 1780-1 380 (400-1) | | | 1780-1¼<br>380 (400-1¼) |
| CIRCLING | 1900-1<br>500 (500-1) | 2200-1¼<br>800 (800-1¼) | 2200-2¼<br>800 (800-2¼) | 2200-2½<br>800 (800-2½) |

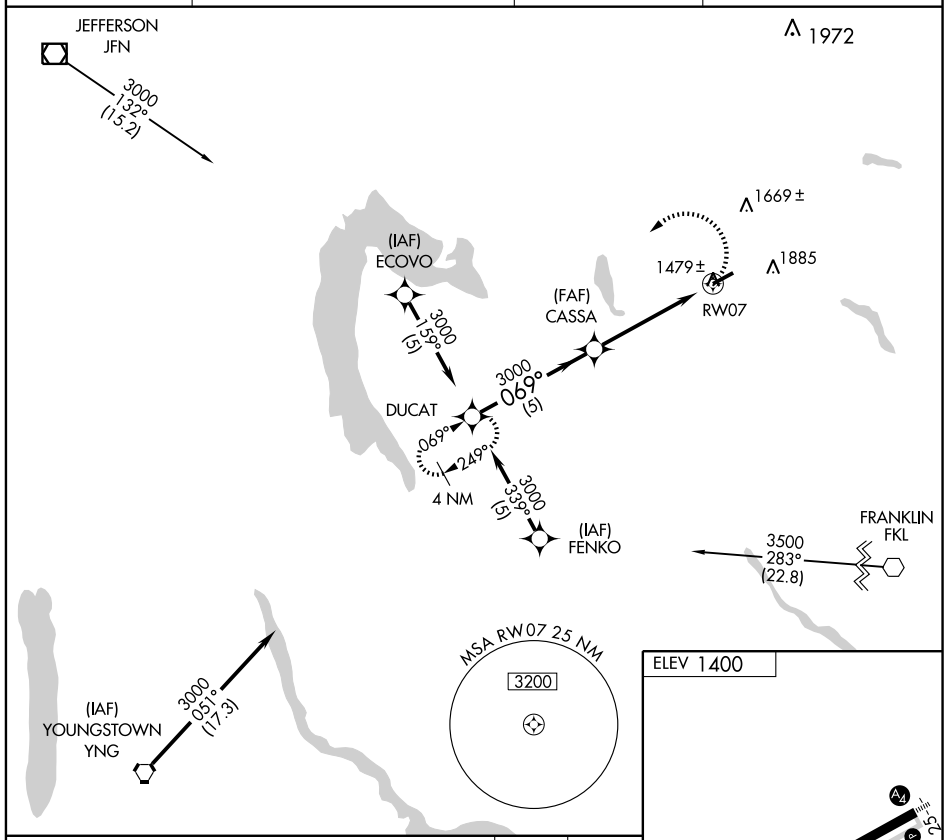
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 069° | TDZE | 1400 |
| | Apt Elev | 1400 |

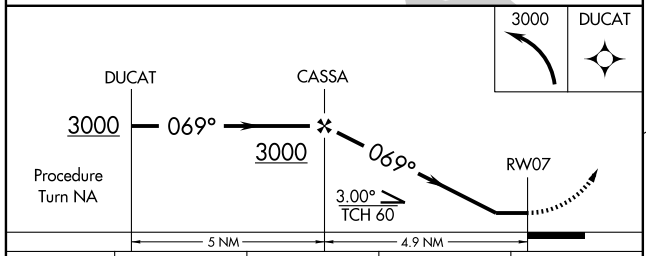
# RNAV (GPS) RWY 7

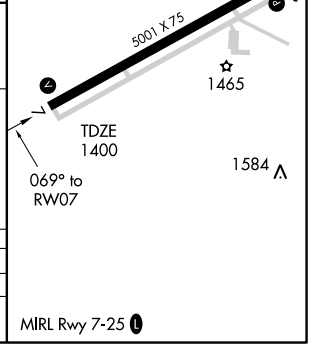
## MEADVILLE / PORT MEADVILLE (GKJ)

| | |
|---|---|
| NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. |
| | MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold. |

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |



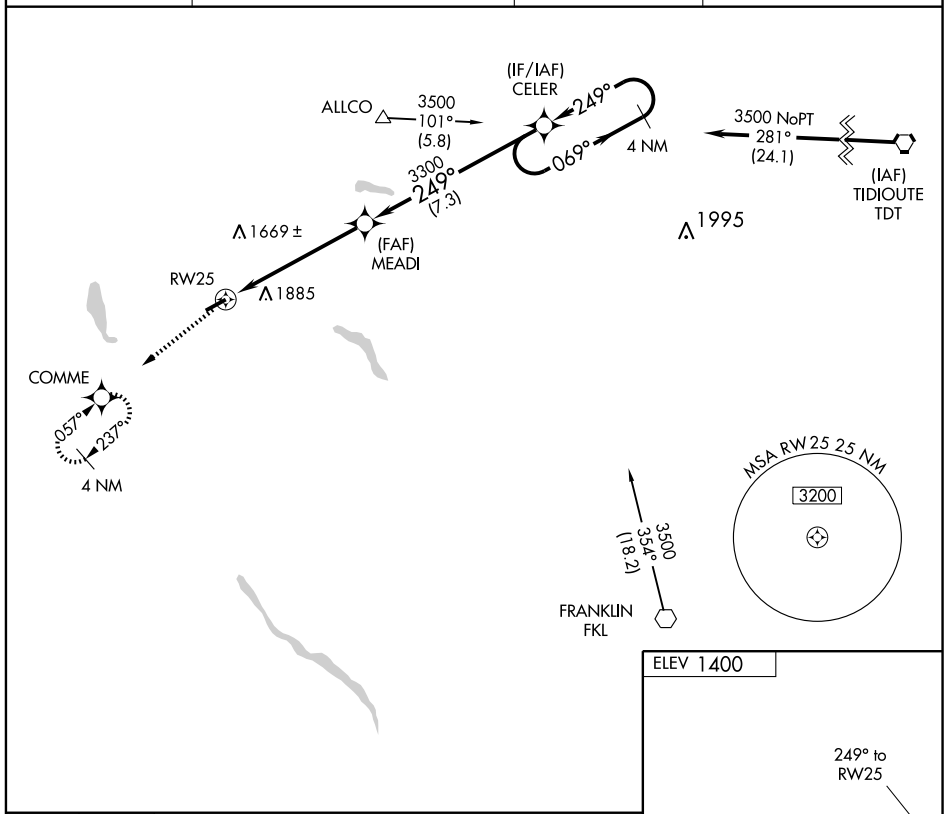

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1 420 (500-1) | | 1820-1¼ 420 (500-1¼) | |
| CIRCLING | 1900-1 500 (500-1) | 2200-1¼ 800 (800-1¼) | 2200-2¼ 800 (800-2¼) | 2200-2½ 800 (800-2½) |

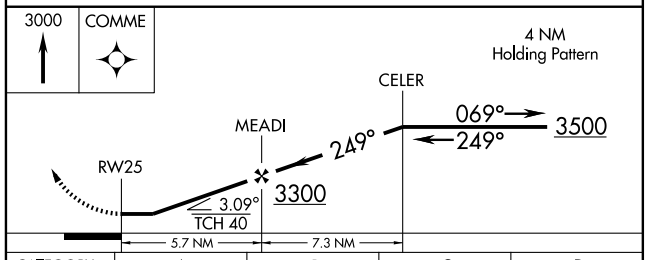
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 249° | TDZE | 1400 |
| | Apt Elev | 1400 |

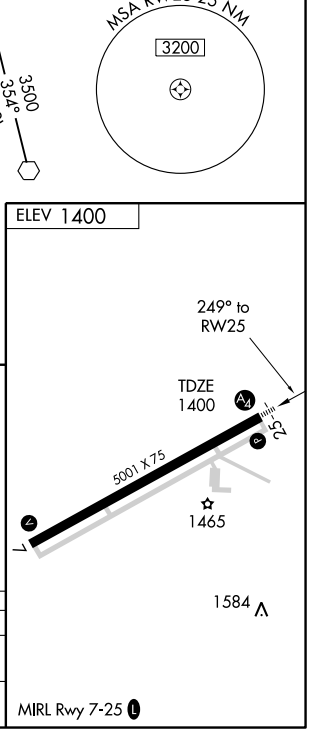
# RNAV (GPS) RWY 25
## MEADVILLE / PORT MEADVILLE (GKJ)

| | | | |
|---|---|---|---|
| NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MALS | MISSED APPROACH: Climb to 3000 direct COMME WP and hold. |

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 740 (800-1) | | 2140-2 740 (800-2) | 2140-2¼ 740 (800-2¼) |
| CIRCLING | 2140-1 740 (800-1) | 2200-1¼ 800 (800-1¼) | 2200-2¼ 800 (800-2¼) | 2200-2½ 800 (800-2½) |

| VORTAC YNG 109.0 Chan 27 | APP CRS 054° | Rwy ldg 5001 TDZE 1400 Apt Elev 1400 |
|---|---|---|

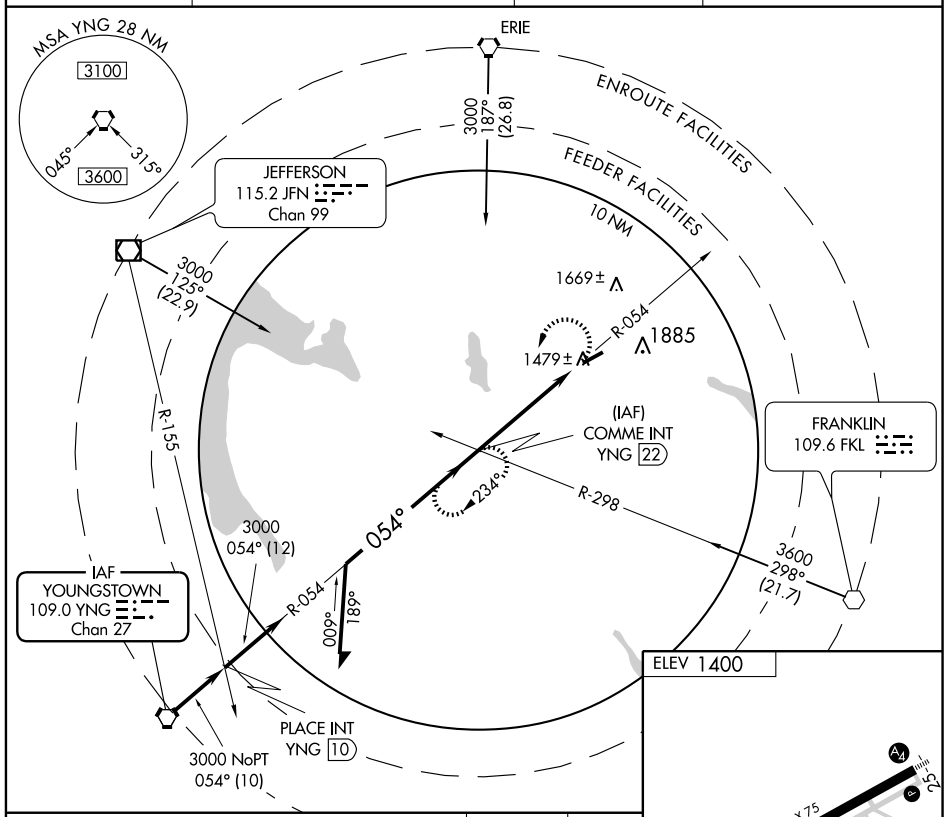
# VOR RWY 7

## MEADVILLE / PORT MEADVILLE (GKJ)

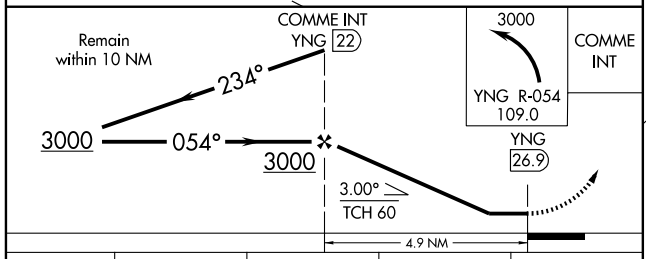
NA

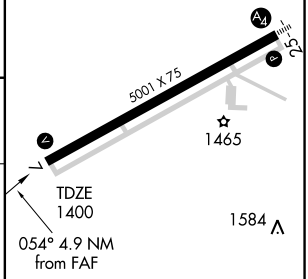
MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |




ELEV 1400




MIRL Rwy 7-25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1940-1<br>540 (600-1) | 1940-1¼<br>540 (600-1¼) | 1940-1½<br>540 (600-1½) | 1940-2<br>540 (600-2) |
| CIRCLING | 1940-1<br>540 (600-1) | 2200-1¼<br>800 (800-1¼) | 2200-2¼<br>800 (800-2¼) | 2200-2½<br>800 (800-2½) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 2627 |
|---|---|---|
| 267° | TDZE | 545 |
| | Apt Elev | 545 |

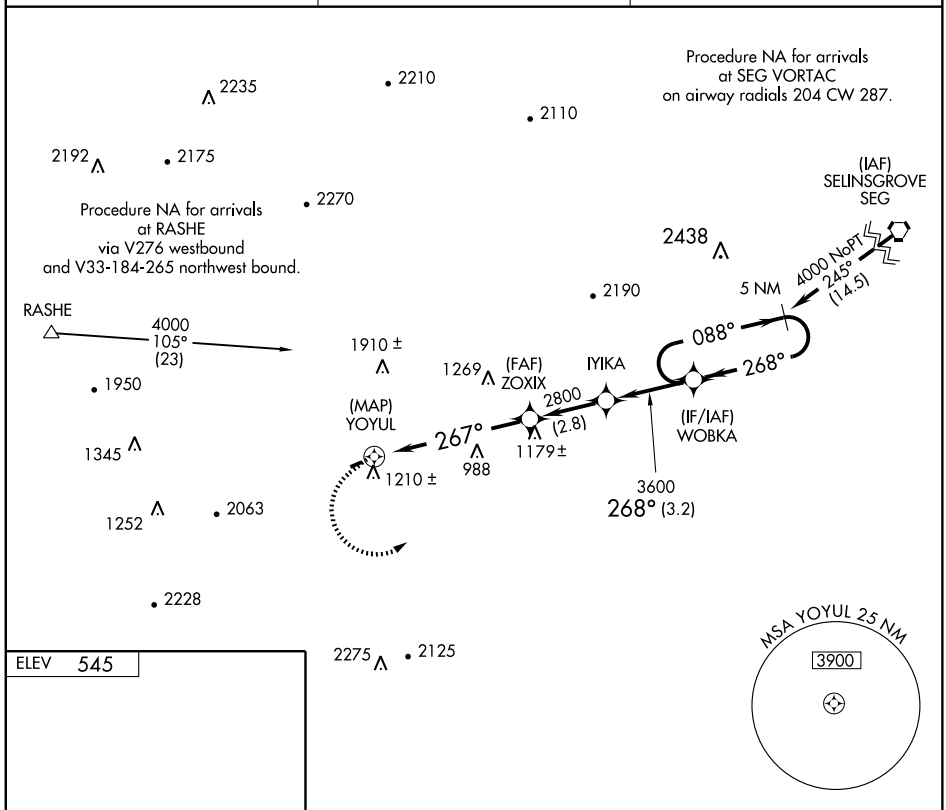
# RNAV (GPS) RWY 26
## MIFFLINTOWN (P34)

NA

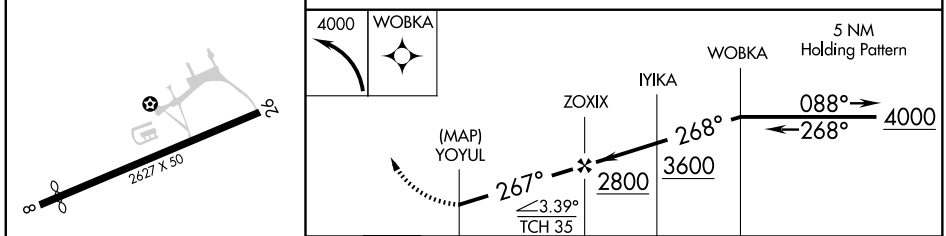
Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

| PENN VALLEY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 134.8 338.2 | 122.8 (CTAF) L |




ELEV 545



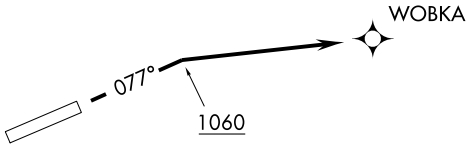

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1¼ 895 (900-1¼) | | NA | |
| CIRCLING | 1560-1¼ 1015 (1100-1¼) | 1640-1½ 1095 (1100-1½) | NA | |

LIRL Rwy 8-26 L

# WOBKA ONE DEPARTURE (RNAV)

SL-10300 (FAA)

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)




NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES
Rwy 8: Terrain 1333′ from DER, 699′ left of centerline, 619′ MSL.
Trees 6019′ from DER, 356′ left of centerline, up to 100′ AGL/ 739′ MSL.
Trees 1.2 NM from DER, 2350′ right of centerline, up to 100′ AGL/759′ MSL.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200′.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

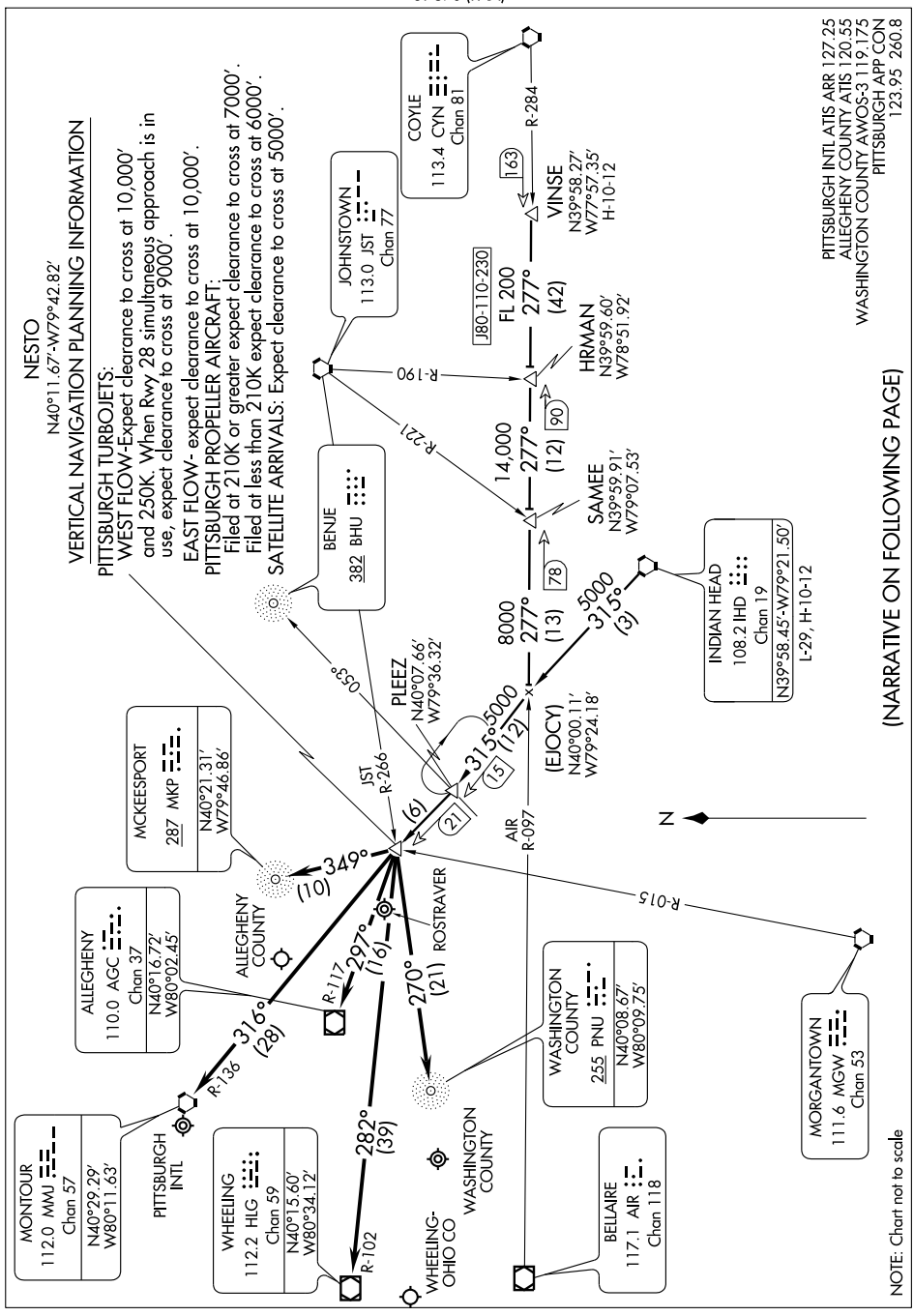
TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

NE-4, 14 JAN 2010 to 11 FEB 2010

# NESTO TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 65608 W08A | APP CRS 076° | Rwy ldg 4001<br>TDZE 1228<br>Apt Elev 1228 |
|---|---|---|

# RNAV (GPS) RWY 8

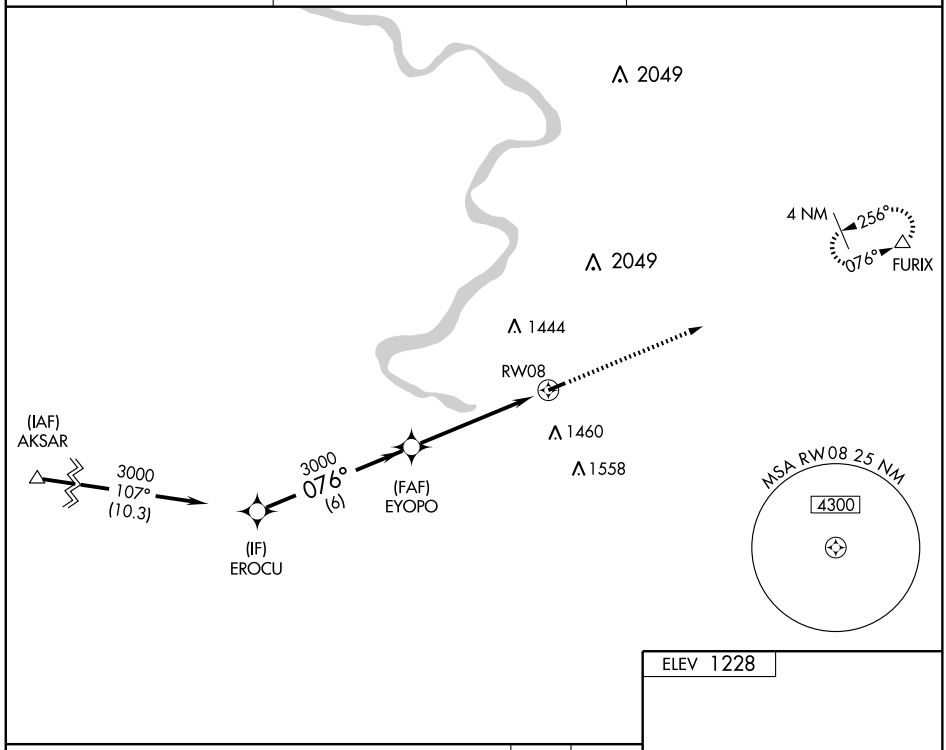
## MONONGAHELA / ROSTRAVER (FWQ)

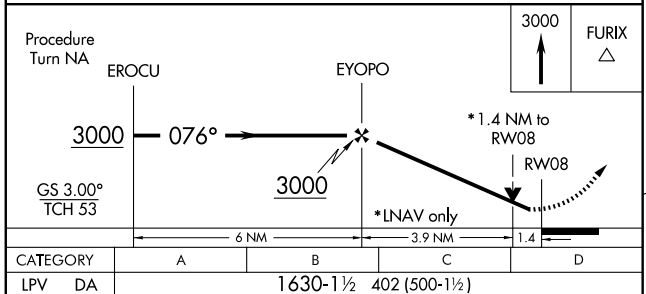
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alleghany County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

NA

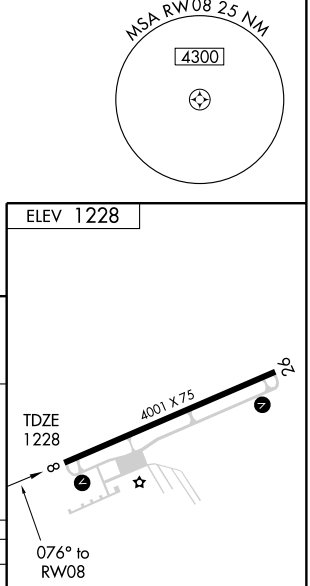
MISSED APPROACH: Climb to 3000 direct FURIX and hold.

| AWOS-3 | PITTSBURGH APP CON | UNICOM |
|---|---|---|
| 118.475 | 119.35 337.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1630-1½ 402 (500-1½) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1720-1 492 (500-1) | | 1720-1¼ 492 (500-1¼) | 1720-1½ 492 (500-1½) |
| CIRCLING | 1720-1 492 (500-1) | | 1720-1½ 492 (500-1½) | 1780-2 552 (600-2) |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 56208 W26A | APP CRS 257° | Rwy ldg 4001<br>TDZE 1224<br>Apt Elev 1228 |
|---|---|---|

# RNAV (GPS) RWY 26

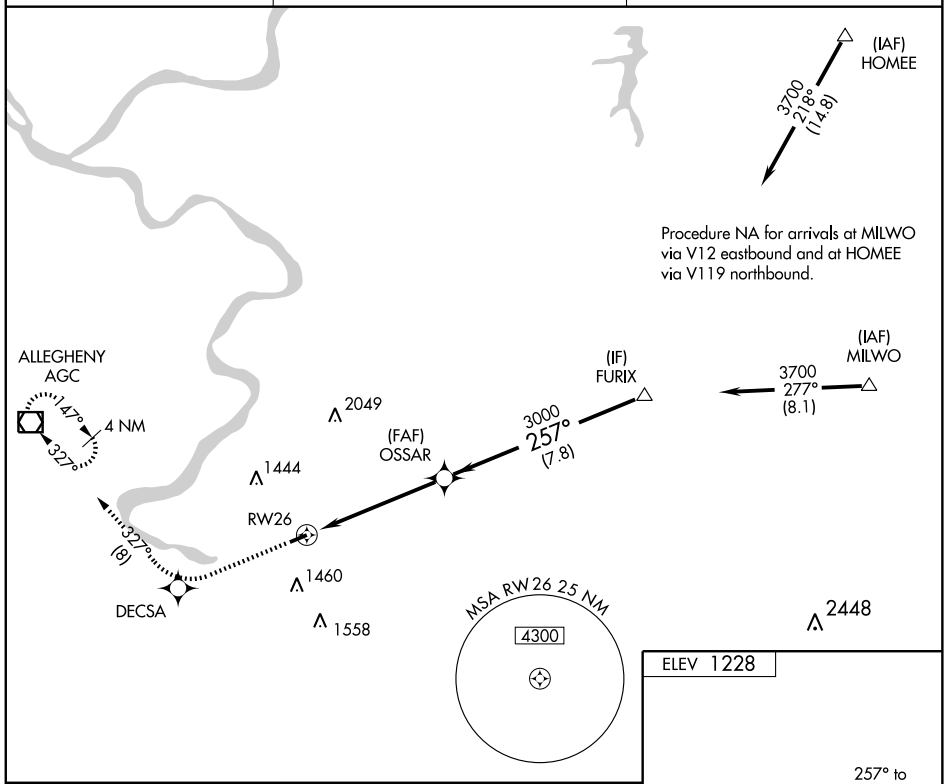
## MONONGAHELA / ROSTRAVER (FWQ)

NA

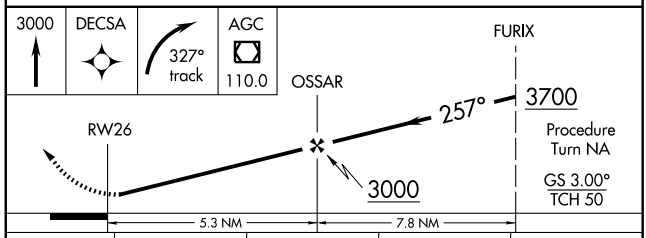
DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

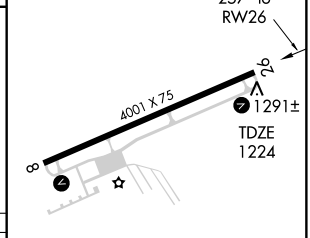
MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

| AWOS-3 | PITTSBURGH APP CON | UNICOM |
|---|---|---|
| 118.475 | 119.35 337.4 | 122.8 (CTAF) L |




NE-4, 14 JAN 2010 to 11 FEB 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1500-1 276 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1560-1 336 (400-1) | | | |
| CIRCLING | 1700-1 472 (500-1) | | 1700-1½ 472 (500-1½) | 1780-2 552 (600-2) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

| APP CRS | Rwy ldg | 3250 |
|---|---|---|
| 274° | TDZE | 458 |
| | Apt Elev | 458 |

# RNAV (GPS) RWY 28

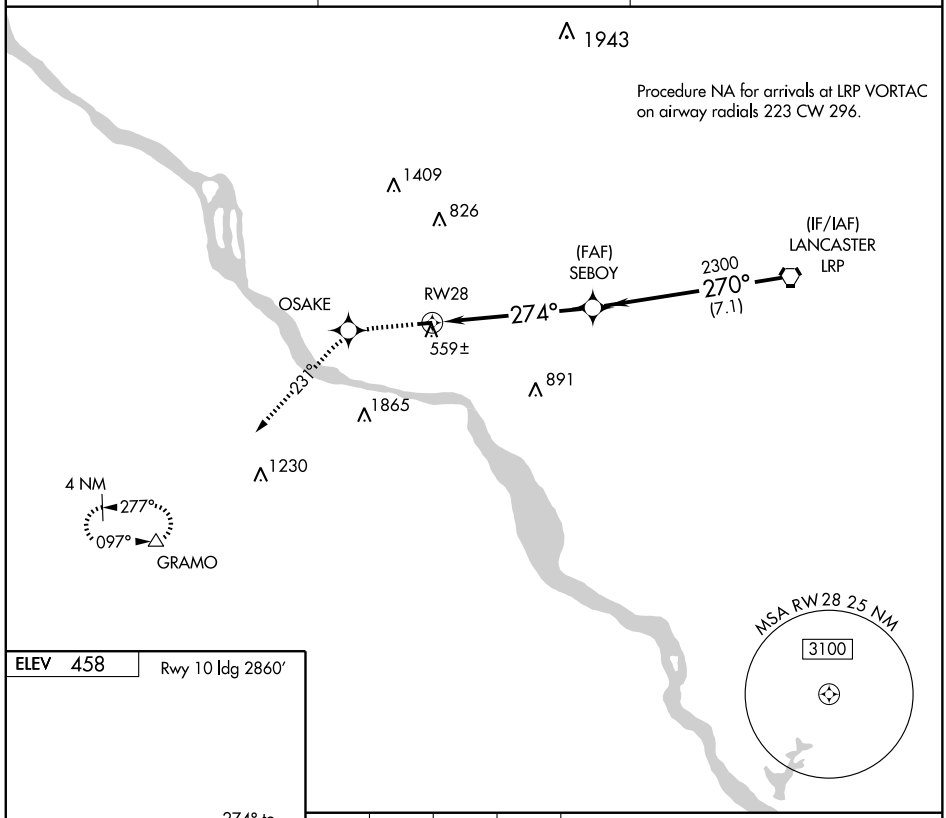
## MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

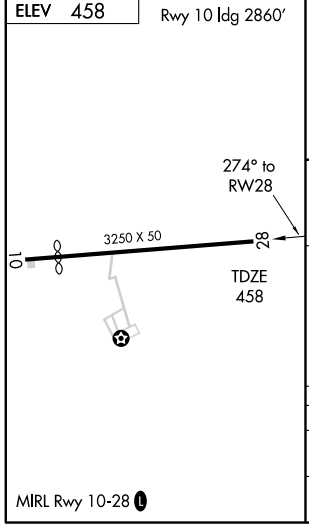
DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

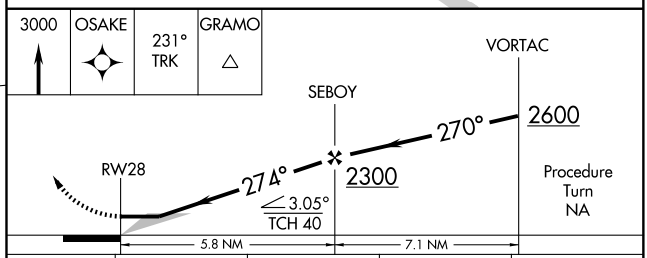
NA

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

| HARRISBURG APP CON | HARRISBURG CLNC DEL | UNICOM |
|---|---|---|
| 126.45 281.525 | 127.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900 - 1 | 442 (500-1) | NA | |
| CIRCLING | 940 - 1<br>482 (500-1) | 960 - 1<br>502 (600-1) | NA | |

| VORTAC LRP | APP CRS | Rwy ldg | 3250 |
|---|---|---|---|
| 117.3 | 272° | TDZE | 458 |
| Chan 120 | | Apt Elev | 458 |

# VOR RWY 28

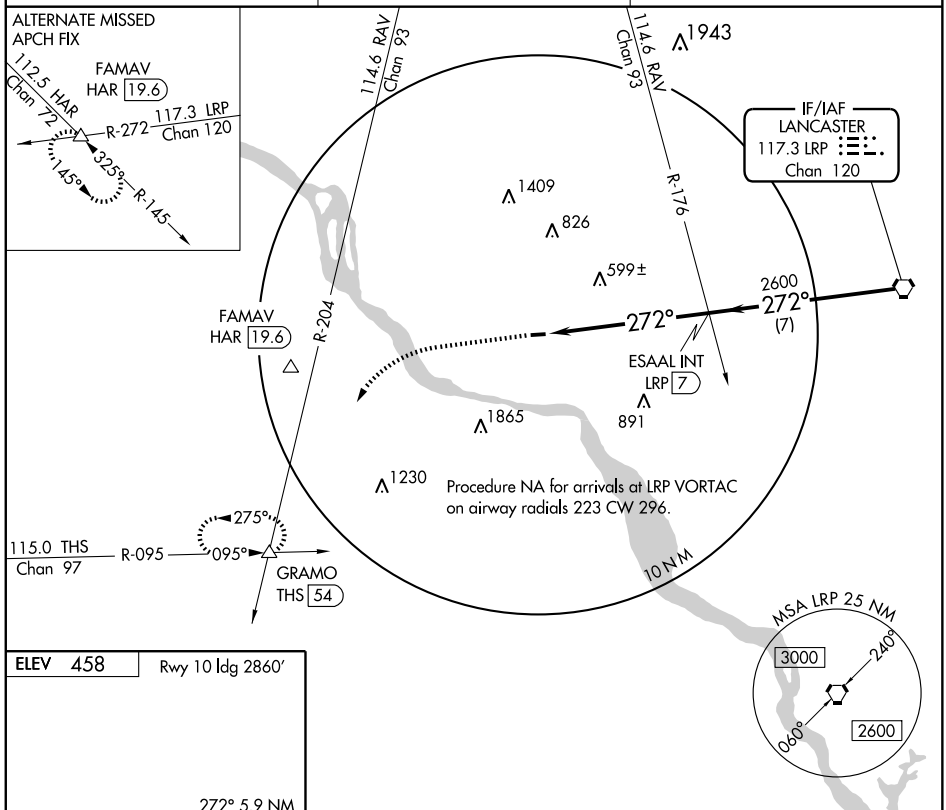
## MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

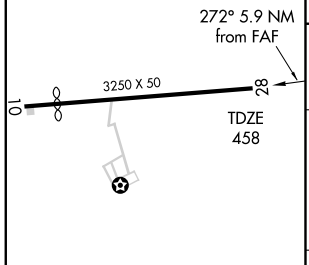
Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

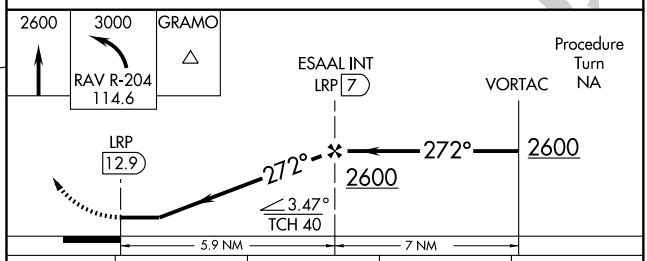
| HARRISBURG APP CON | HARRISBURG CLNC DEL | UNICOM |
|---|---|---|
| 126.45 281.525 | 127.05 | 122.8 (CTAF) L |




MIRL Rwy 10-28 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1120 - 1 | 662 (700-1) | NA | |
| CIRCLING | 1120 - 1 | 662 (700-1) | NA | |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50311 W05A | APP CRS 050° | Rwy ldg 4000<br>TDZE 1906<br>Apt Elev 1915 |
|---|---|---|

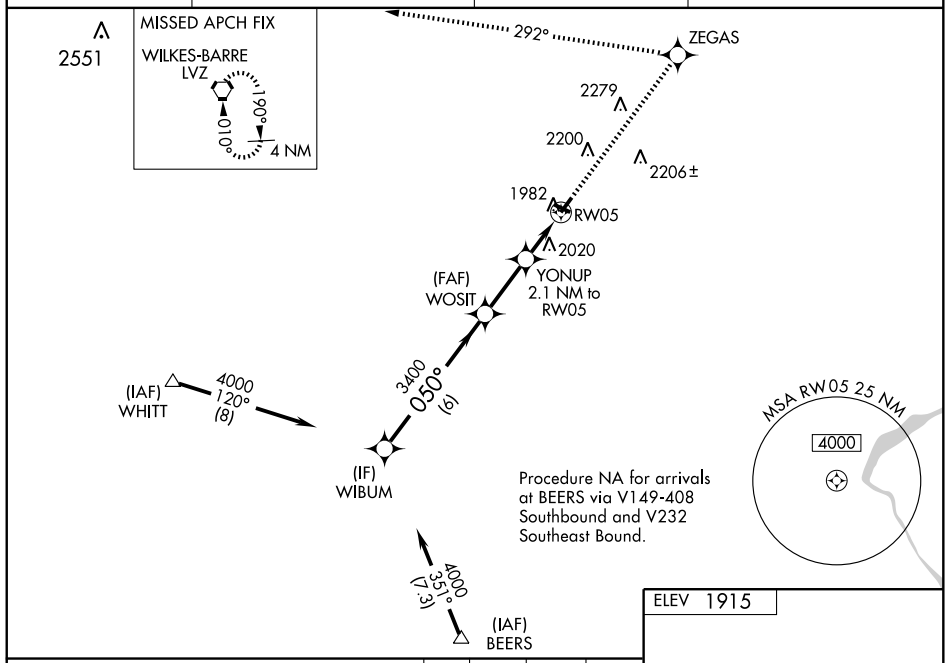
# RNAV (GPS) RWY 5

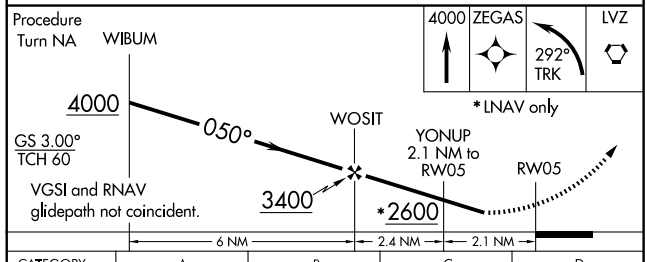
## MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

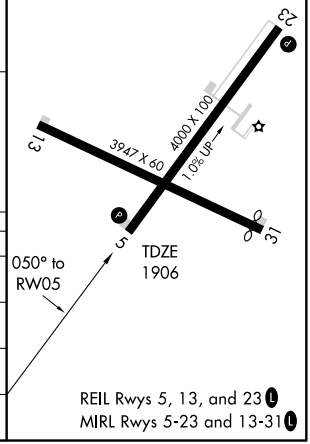
MISSED APPROACH: Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2160-1 254 (300-1) | | | |
| LNAV/VNAV DA | 2252-1¼ 346 (400-1¼) | | | |
| LNAV MDA | 2320-1 414 (500-1) | | 2320-1¼ 414 (500-1¼) | |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |



| WAAS CH 48911 W13A | APP CRS 128° | Rwy ldg 3947<br>TDZE 1885<br>Apt Elev 1915 |
|---|---|---|

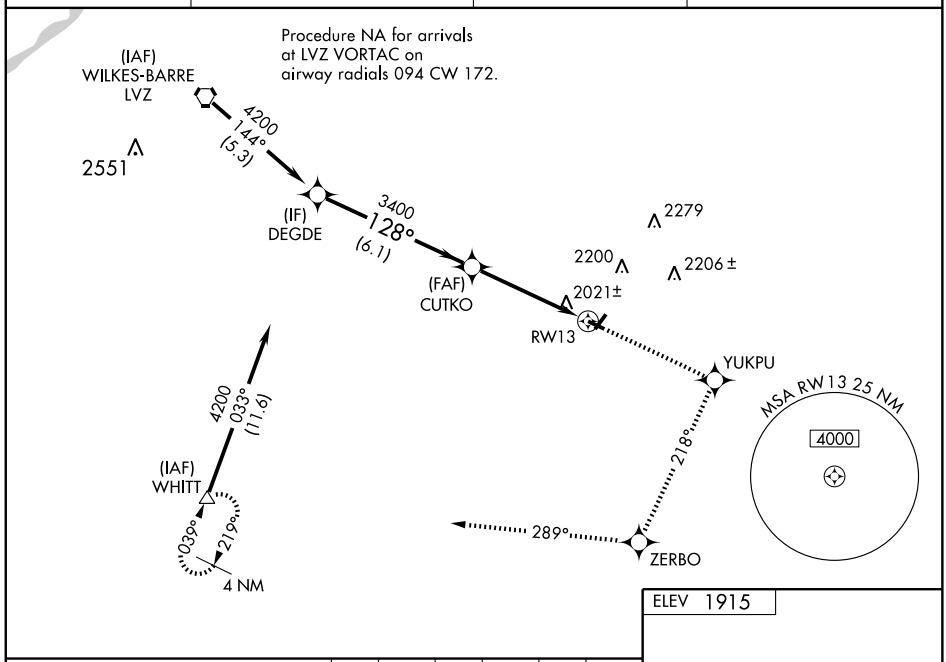
# RNAV (GPS) RWY 13

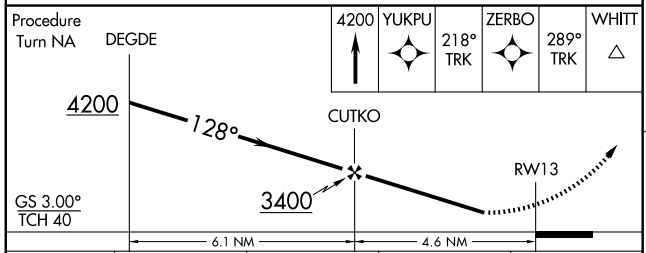
## MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

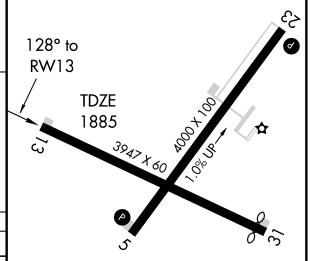
MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2278-1½ 393 (400-1½) | | | |
| LNAV/VNAV DA | 2315-1½ 430 (400-1½) | | | |
| LNAV MDA | 2400-1 515 (500-1) | | 2400-1½ 515 (500-1½) | 2400-1¾ 515 (500-1¾) |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |




REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

| APP CRS | Rwy ldg | 3767 |
|---|---|---|
| 308° | TDZE | 1885 |
| | Apt Elev | 1915 |

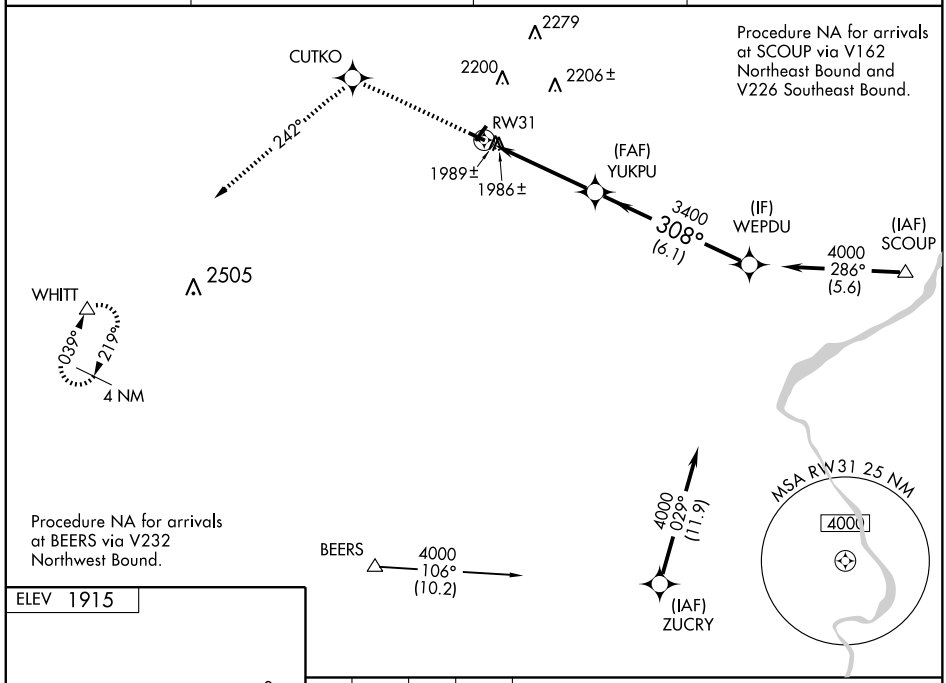
# RNAV (GPS) RWY 31

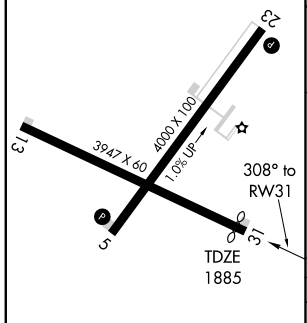
## MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

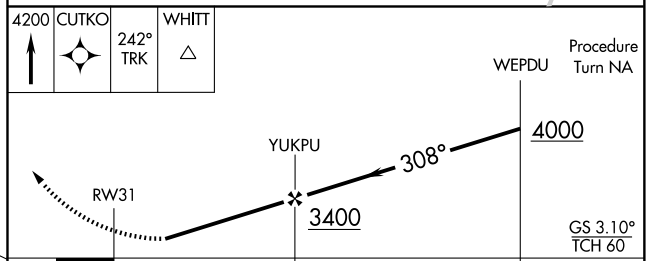
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F).
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 2286-1¼ 401 (400-1¼) | | | |
| LNAV MDA | 2240-1 355 (400-1) | | | 2240-1¼ 355 (400-1¼) |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

| VORTAC LVZ 111.6 Chan 53 | APP CRS 130° | Rwy ldg 3947<br>TDZE 1884<br>Apt Elev 1916 |
|---|---|---|

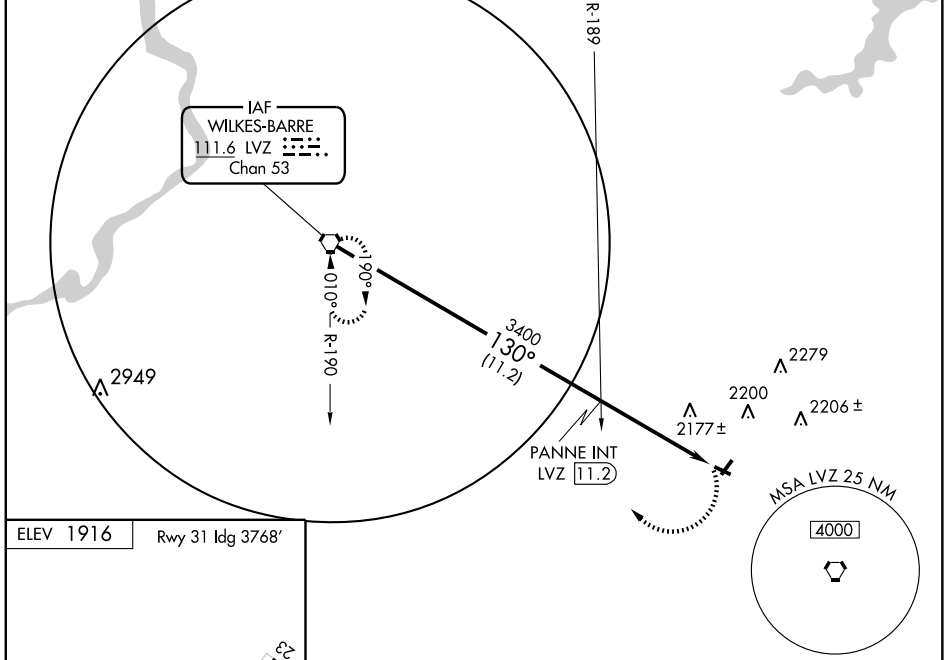
# VOR RWY 13

## MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

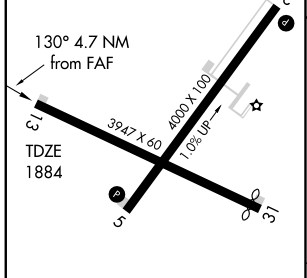
NA

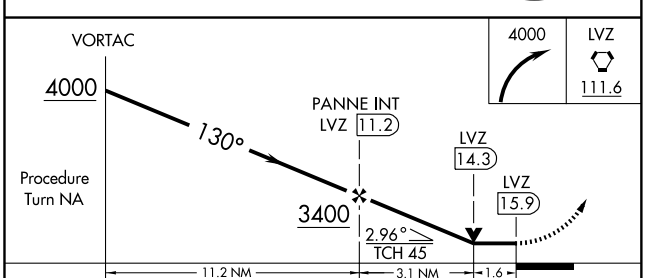
MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) L |




ELEV 1916 Rwy 31 ldg 3768′




REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 2440-1 556 (600-1) | | 2440-1½ 556 (600-1½) | 2440-1¾ 556 (600-1¾) |
| CIRCLING | 2480-1 564 (600-1) | 2500-1 584 (600-1) | 2500-1½ 584 (600-1½) | 2540-2 624 (700-2) |

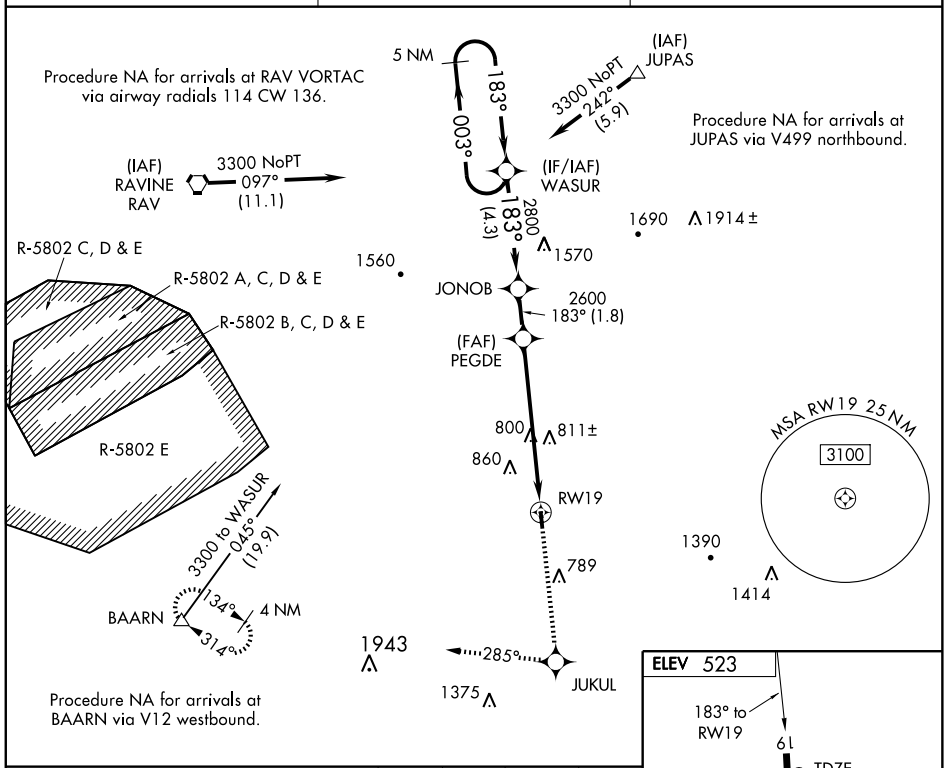
| WAAS CH 73001 W19A | APP CRS 183° | Rwy ldg 3599<br>TDZE 523<br>Apt Elev 523 |
|---|---|---|

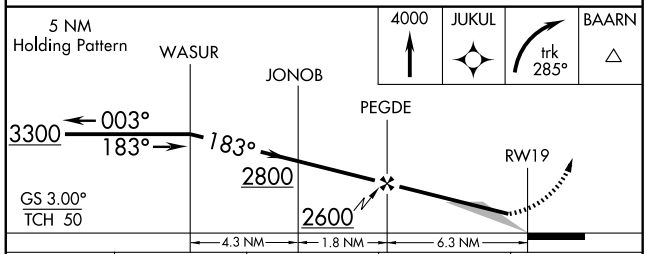
# RNAV (GPS) RWY 19
## MYERSTOWN/ DECK (9D4)

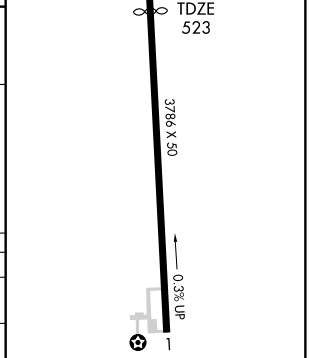
DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

| READING ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.1 | 118.25 269.45 | 122.8 (CTAF) L |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 837 - 1 314 (400-1) | | | NA |
| LNAV MDA | 1180 - 1 657 (700-1) | | 1180 - 1¾ 657 (700-1¾) | NA |
| CIRCLING | 1180 - 1 657 (700-1) | | 1180 - 1¾ 657 (700-1¾) | NA |

| VORTAC RAV | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.6 | 145° | TDZE | N/A |
| Chan 93 | | Apt Elev | 522 |

# VOR/DME or GPS-A

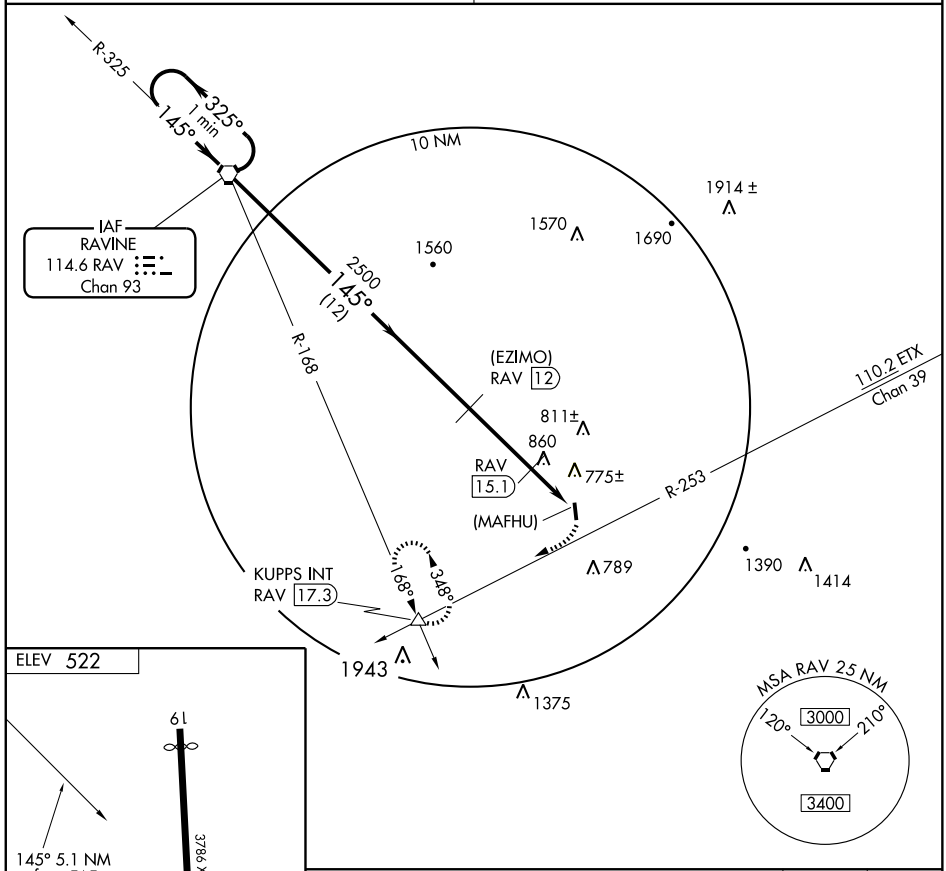
## MYERSTOWN/ DECK (9D4)

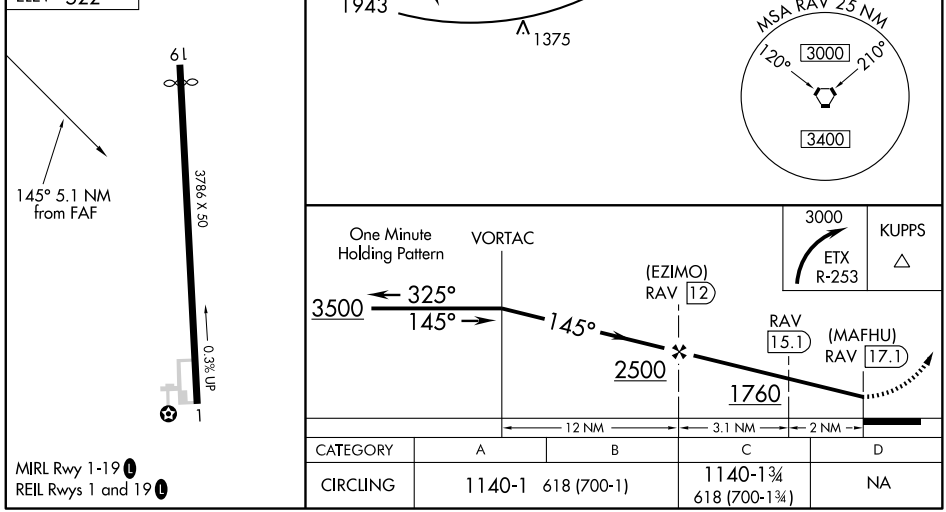
Use Harrisburg Intl, PA altimeter setting.
If not received, procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 3000, intecept the ETX VORTAC R-253 to KUPPS INT and hold.

| HARRISBURG APP CON | UNICOM |
|---|---|
| 118.25 269.45 | 122.8 (CTAF) L |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1 618 (700-1) | | 1140-1¾ 618 (700-1¾) | NA |

NE-4. 14 JAN 2010 to 11 FEB 2010

| NDB UCP | APP CRS | Rwy ldg | 3995 |
|---|---|---|---|
| 272 | 225° | TDZE | 1027 |
| | | Apt Elev | 1070 |

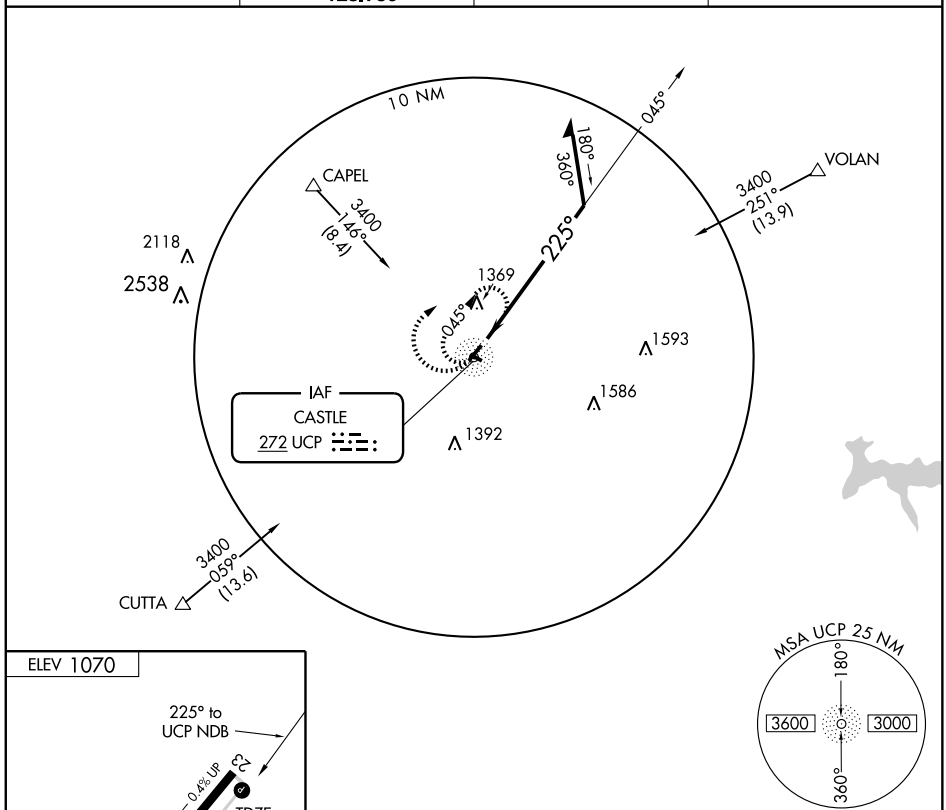
# NDB RWY 23
## NEW CASTLE MUNI (UCP)

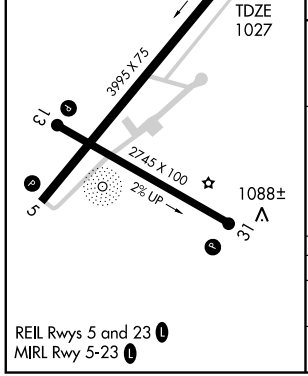
When local altimeter setting not received, use Youngstown/Warren altimeter setting.
When VGSI inop, Circling Rwy 31 NA at night.

NA

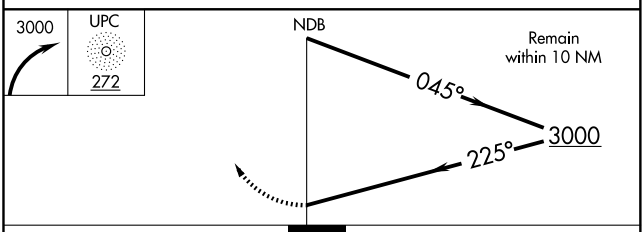
MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

| ASOS | YOUNGSTOWN/ WARREN ASOS | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|---|
| 124.175 | 123.750 | 133.95 322.3 | 123.0 (CTAF) L |




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2000-1¼<br>973 (1000-1¼) | 2000-1½<br>973 (1000-1½) | 2000-3<br>973 (1000-3) | NA |
| CIRCLING | 2000-1¼<br>930 (1000-1¼) | 2000-1½<br>930 (1000-1½) | 2000-3<br>930 (1000-3) | NA |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 78005 W05A | APP CRS 049° | Rwy ldg 3995<br>TDZE 1027<br>Apt Elev 1070 |
|---|---|---|

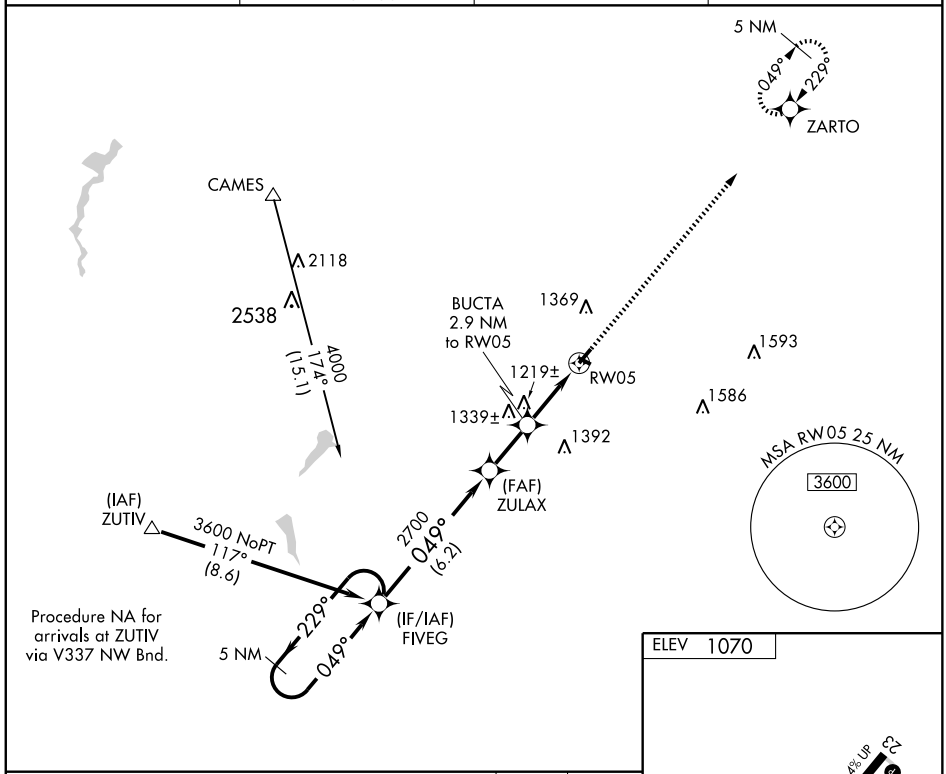
# RNAV (GPS) RWY 5
## NEW CASTLE MUNI (UCP)

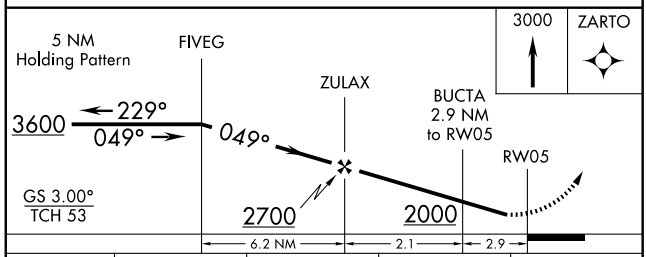
When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

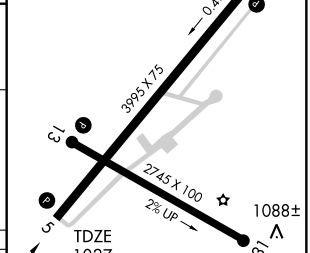
MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

| ASOS | YOUNGSTOWN/ WARREN ASOS | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|---|
| 124.175 | 123.750 | 133.95 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1307-1 280 (300-1) | | | NA |
| LNAV MDA | 1480-1 453 (500-1) | | 1480-1¼ 453 (500-1¼) | NA |
| CIRCLING | 1580-1 510 (600-1) | 1700-1 630 (700-1) | 1700-1¾ 630 (700-1¾) | NA |




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

| WAAS CH 45605 W23A | APP CRS 229° | Rwy ldg 3995<br>TDZE 1027<br>Apt Elev 1070 |
|---|---|---|

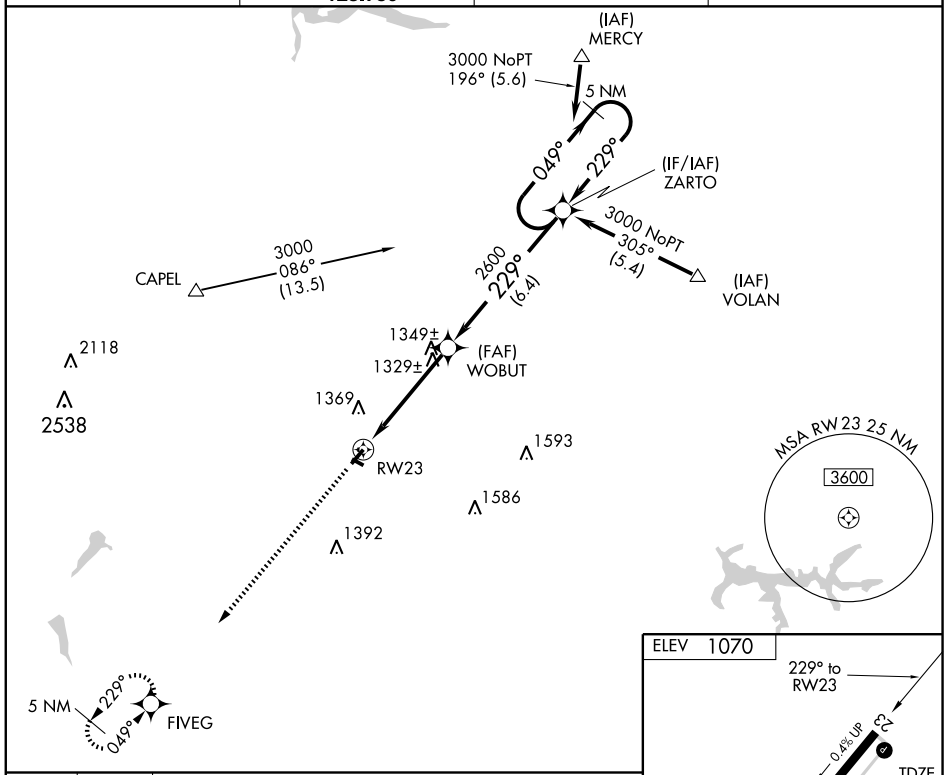
# RNAV (GPS) RWY 23
## NEW CASTLE MUNI (UCP)

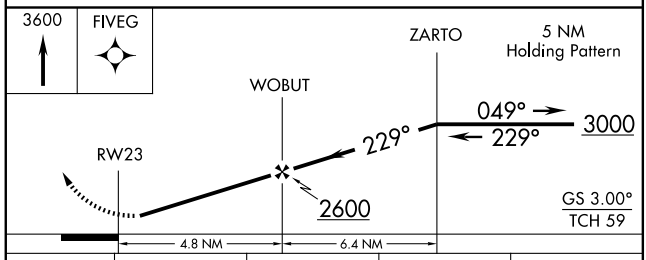
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

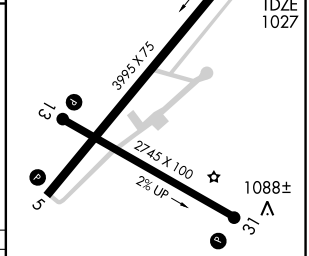
NA

MISSED APPROACH: Climb to 3600 direct FIVEG and hold.

| ASOS | YOUNGSTOWN/ WARREN ASOS | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|---|
| 124.175 | 123.750 | 133.95 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1288-1 261 (300-1) | | | NA |
| LNAV MDA | 1580-1 553 (600-1) | | 1580-1½ 553 (600-1½) | NA |
| CIRCLING | 1580-1 510 (600-1) | 1700-1 630 (700-1) | 1700-1¾ 630 (700-1¾) | NA |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

| NDB UKT 208 | APP CRS 181° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 568 |
|---|---|---|

# NDB or GPS-A

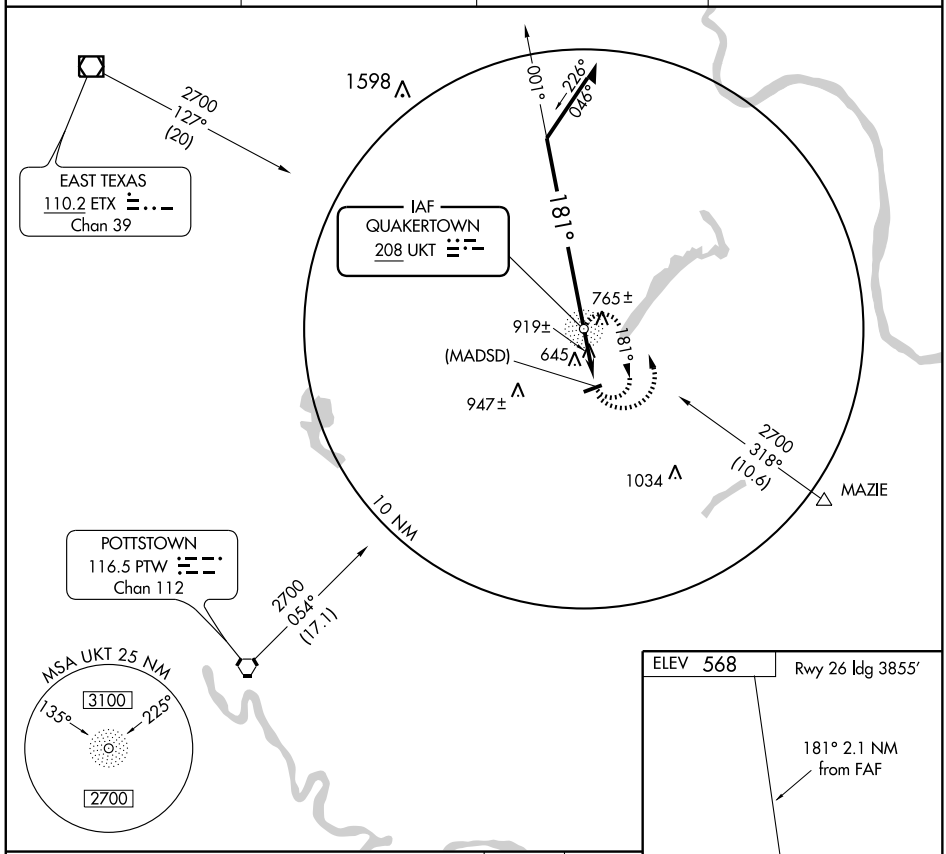
PERKASIE/ PENNRIDGE (CKZ)

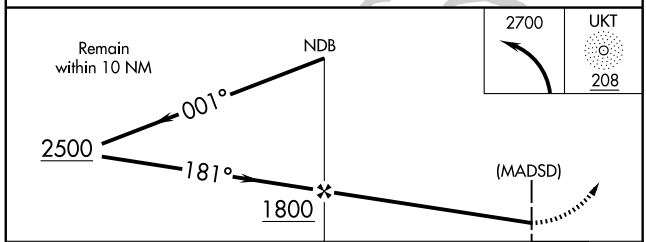
If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.

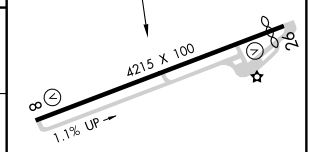
NA

MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 126.325 | 123.8 | 291.7 | 118.55 | 123.0 (CTAF) |




MIRL Rwy 8-26
REIL Rwys 8 and 26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1240-1 672 (700-1) | | 1240-2 672 (700-2) | NA |

| FAF to MAP 2.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

NE-4. 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 8

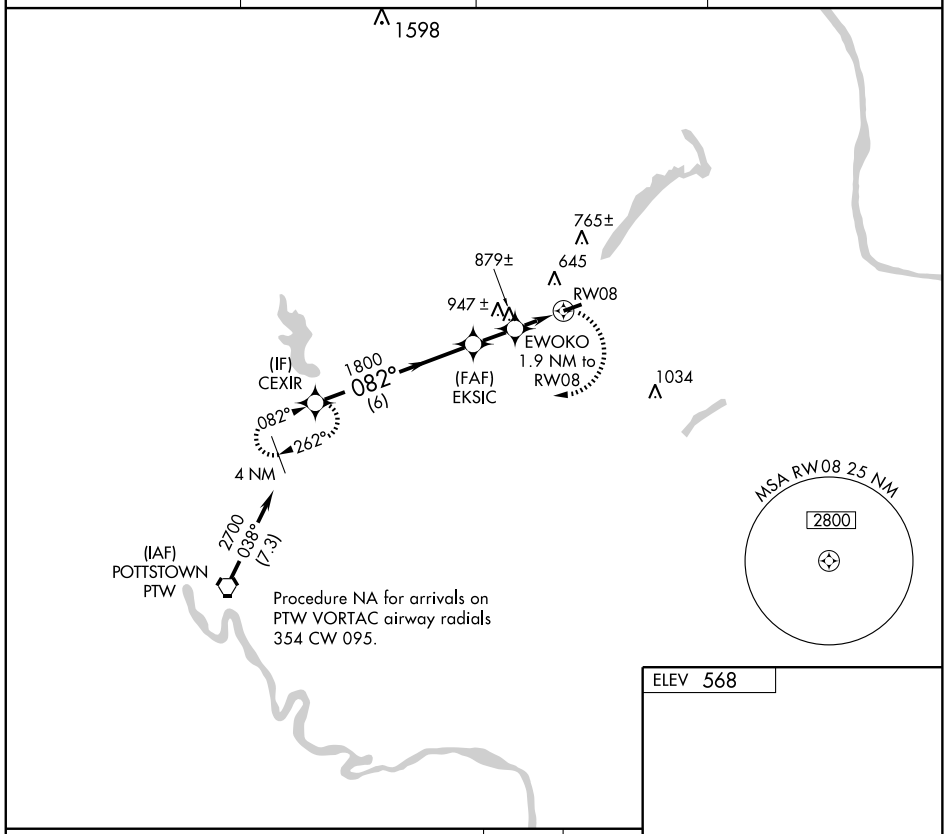
PERKASIE/ PENNRIDGE (CKZ)

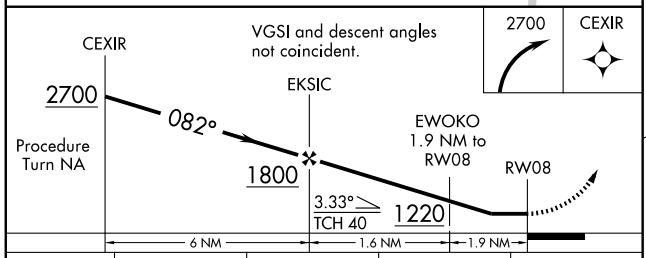
| APP CRS | Rwy ldg | 4215 |
|---|---|---|
| 082° | TDZE | 557 |
| | Apt Elev | 568 |

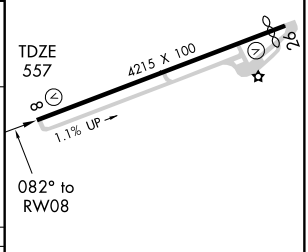
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 126.325 | 123.8 | 291.7 | 118.55 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 583 (600-1) | | 1140-1½ 583 (600-1½) | NA |
| CIRCLING | 1260-1 692 (700-1) | | 1260-2 692 (700-2) | NA |

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3855 |
|---|---|---|
| 262° | TDZE | 564 |
| | Apt Elev | 568 |

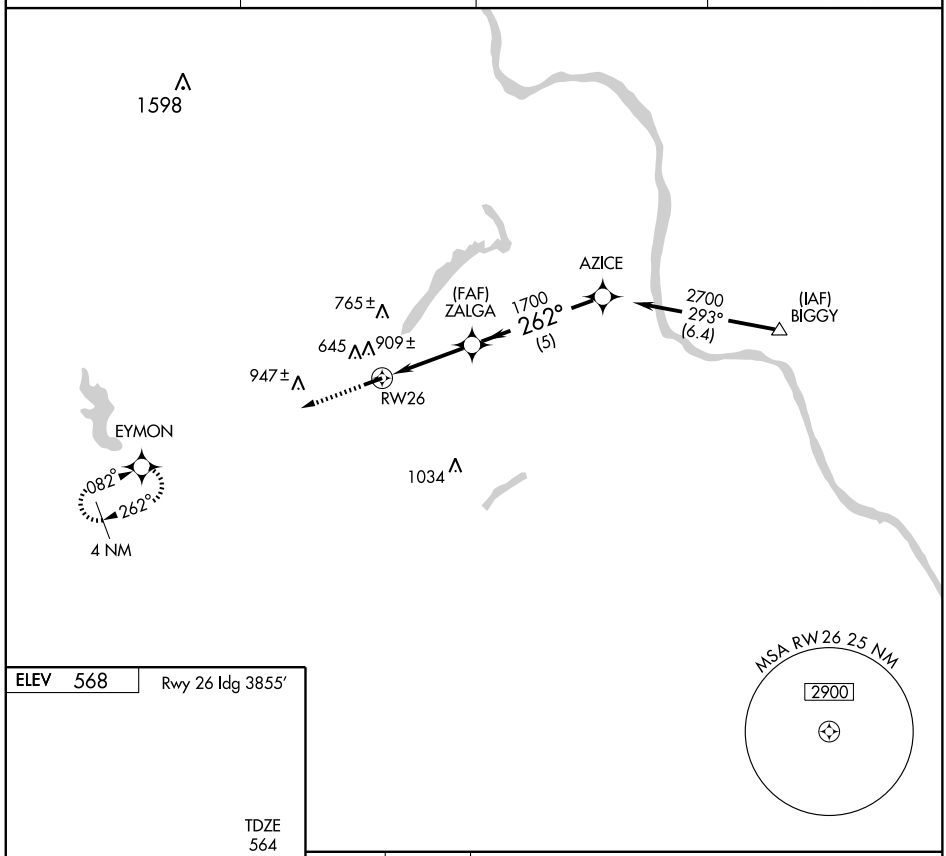
# RNAV (GPS) RWY 26

PERKASIE/PENNRIDGE (CKZ)

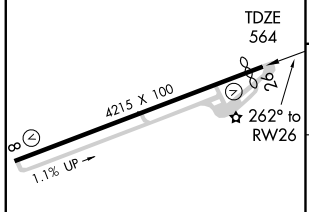
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

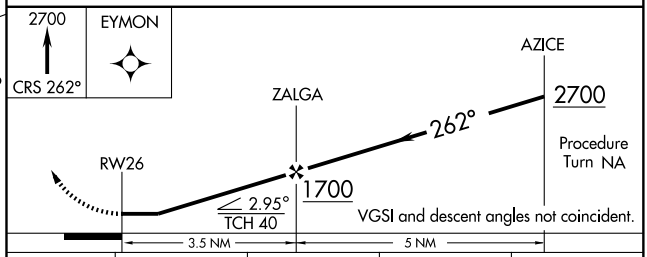
MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 126.325 | 123.8 | 291.7 | 118.55 | 123.0 (CTAF) |




ELEV 568 Rwy 26 ldg 3855'




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 396 (400-1) | | | NA |
| CIRCLING | 1260-1 692 (700-1) | | 1260-2 692 (700-2) | NA |

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3523 |
|---|---|---|
| 065° | TDZE | 301 |
| | Apt Elev | 302 |

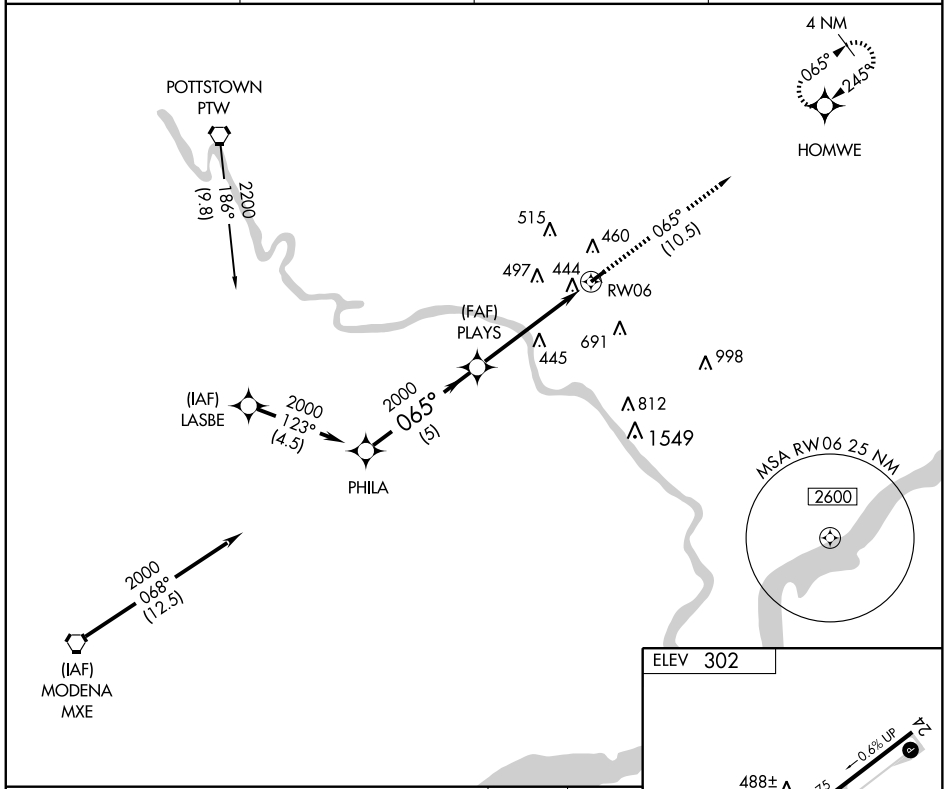
# RNAV (GPS) RWY 6
## PHILADELPHIA / WINGS FIELD (LOM)

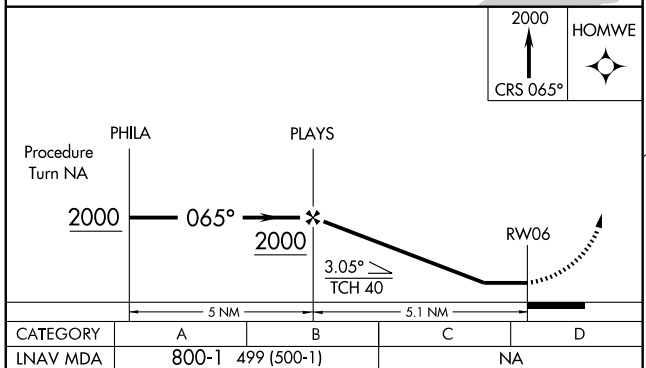
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

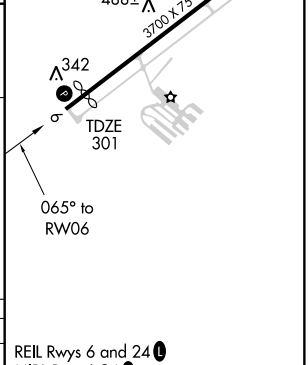
NA

MISSED APPROACH: Climb to 2000 via 065° course to HOMWE WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.925 | 126.85 | 263.125 | 118.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 499 (500-1) | | NA | |
| CIRCLING | 880-1 578 (600-1) | | NA | |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 245° | Rwy ldg | 3700 |
| | TDZE | 296 |
| | Apt Elev | 302 |

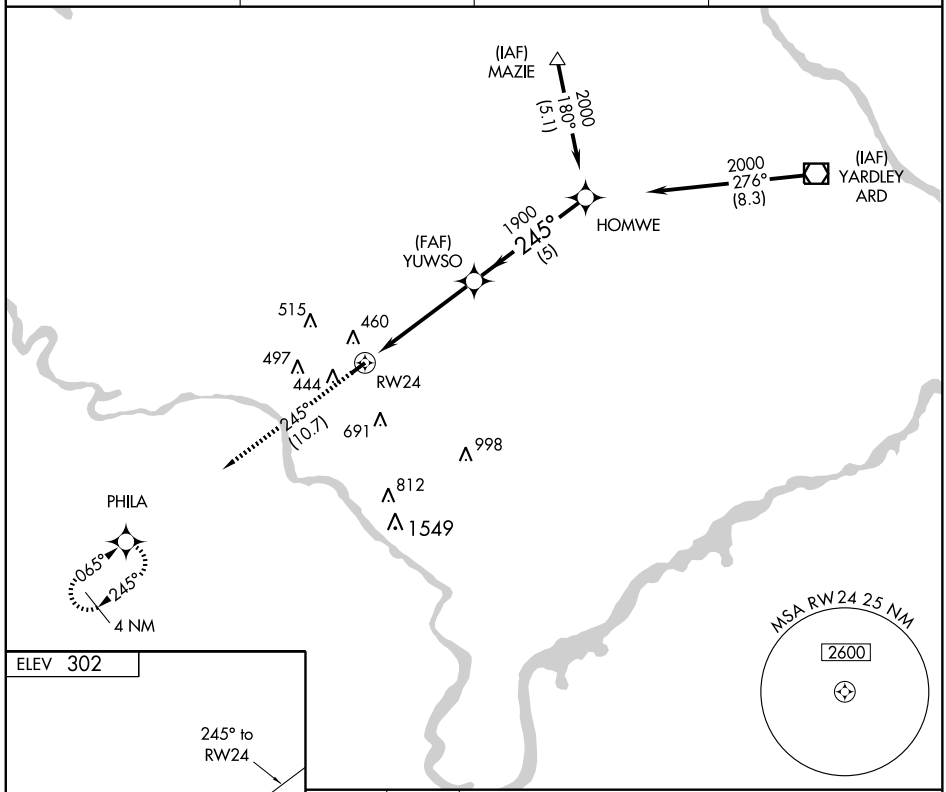
# RNAV (GPS) RWY 24
## PHILADELPHIA / WINGS FIELD (LOM)

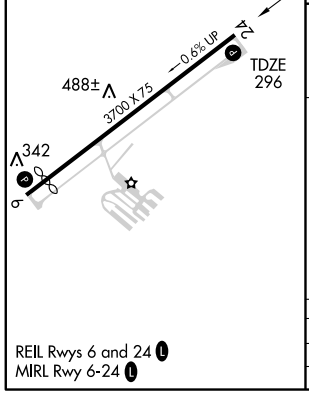
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

NA

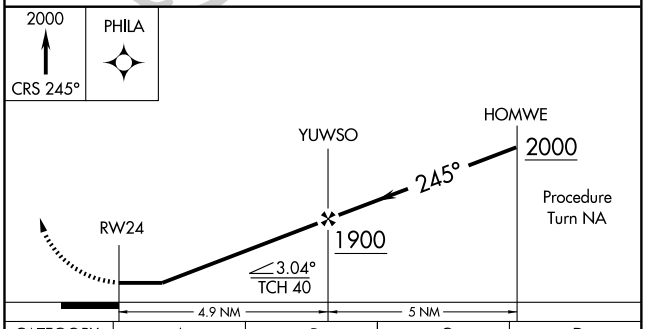
MISSED APPROACH: Climb to 2000 via 245° course to PHILA WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.925 | 126.85 | 263.125 | 118.55 | 123.0 (CTAF) L |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

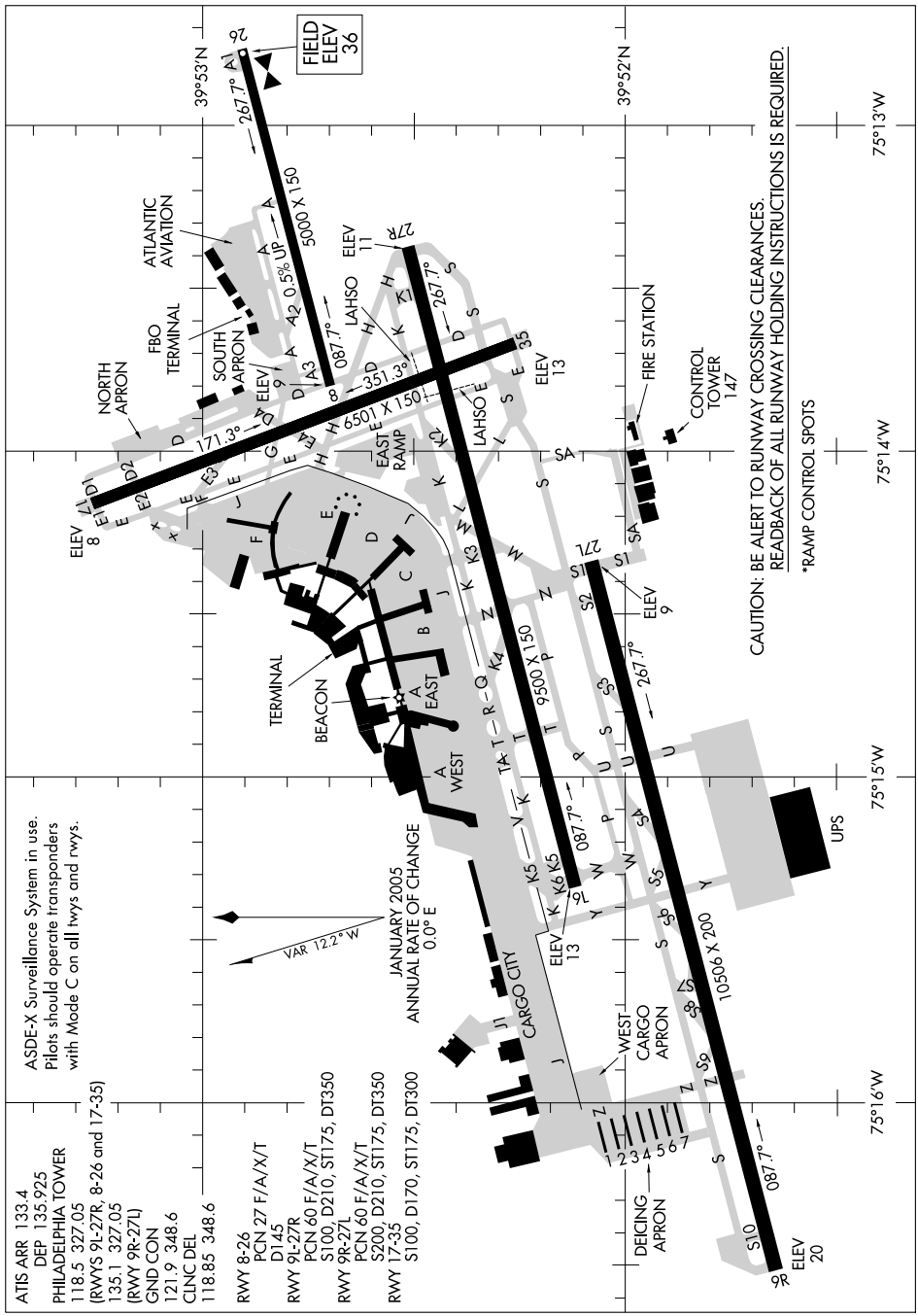



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 504 (500-1) | | NA | |
| CIRCLING | 880-1 578 (600-1) | | NA | |

# AIRPORT DIAGRAM

AL-320 (FAA)

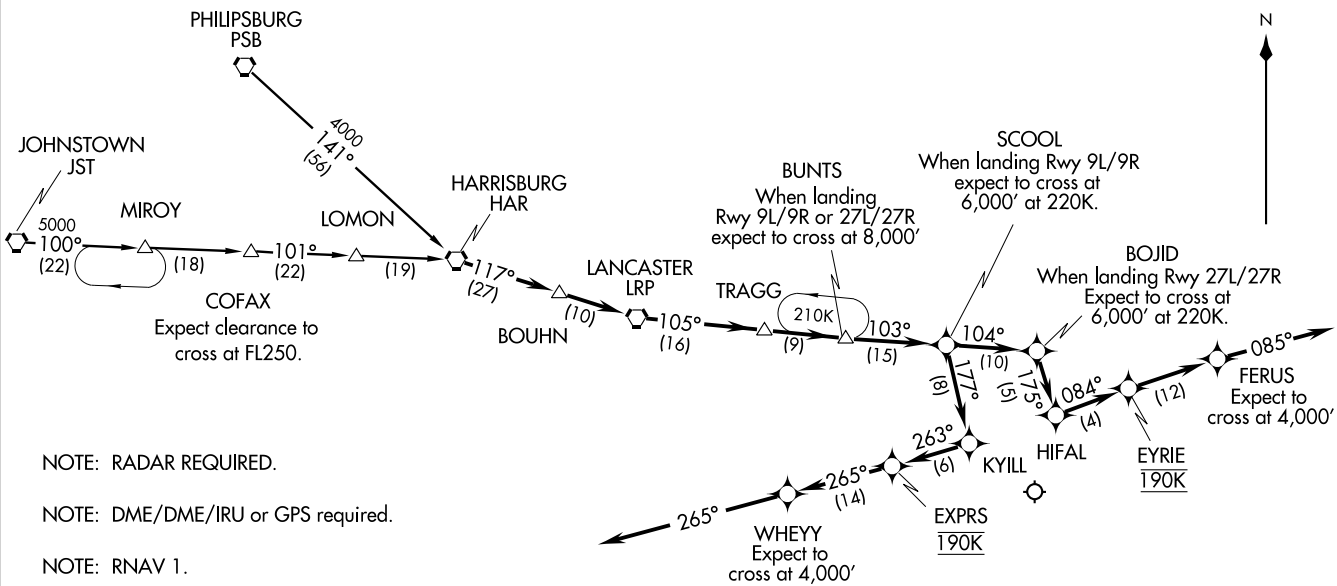
PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.




NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

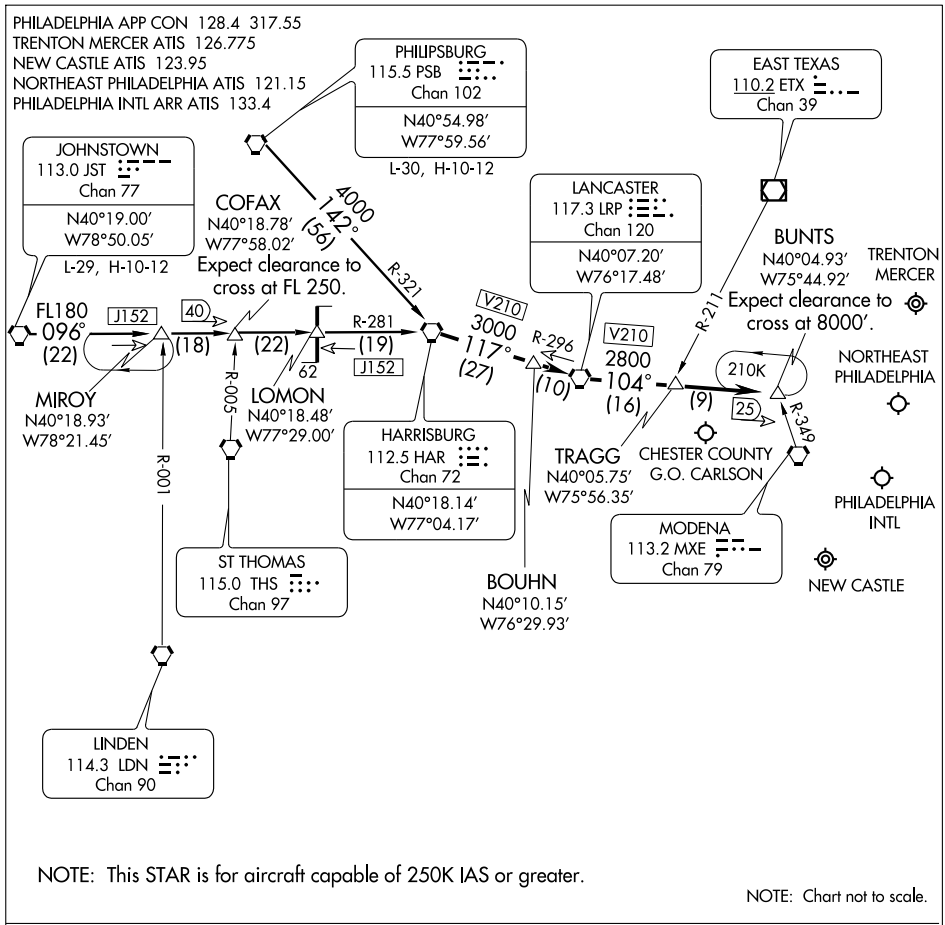
NOTE: RNAV 1.

NOTE: Chart not to scale.

(BOJID.BOJID1) 07298
BOJID ONE ARRIVAL (RNAV)
ST-320 (FAA)
PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA

# BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA




NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

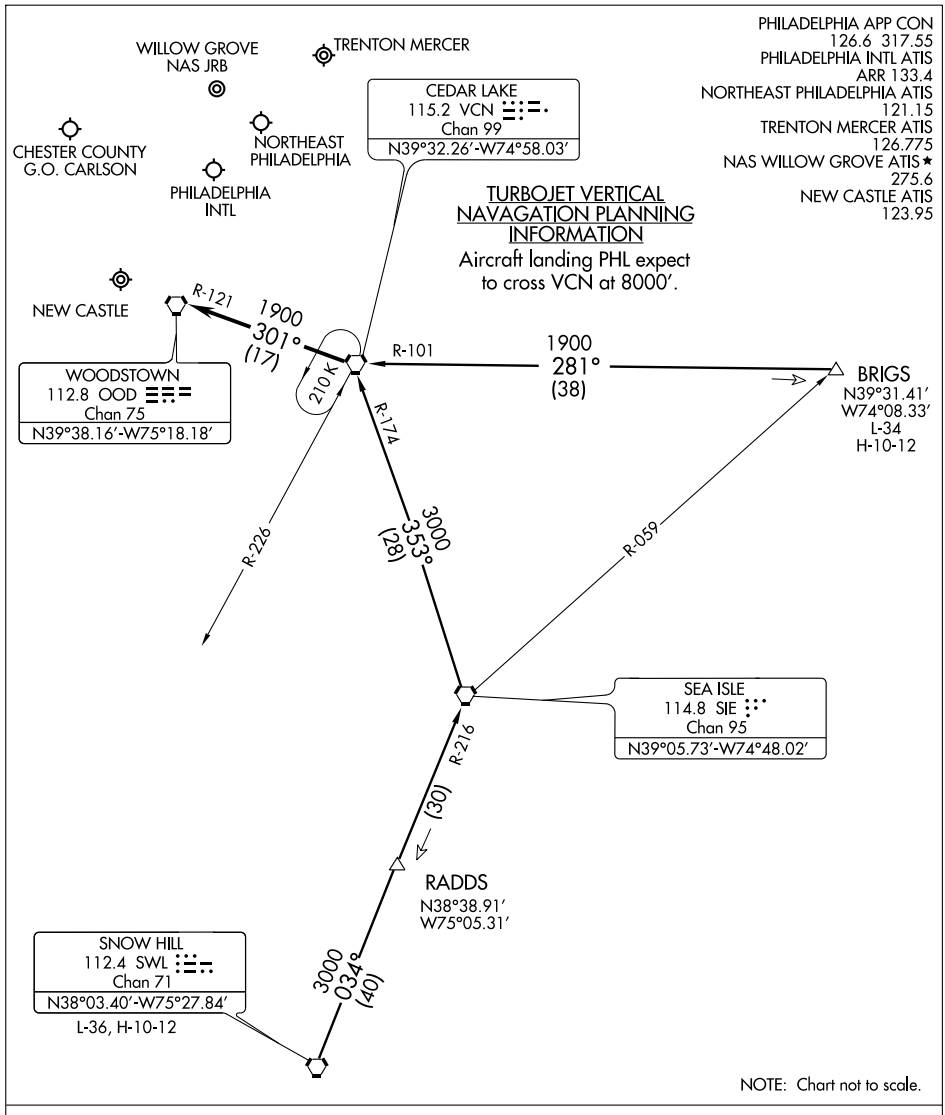
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA




BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# CONVERGING ILS RWY 9R
## PHILADELPHIA INTL (PHL)

| LOC/DME I-PHL | APP CRS | Rwy ldg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 22 |
| Chan 30 | | Apt Elev | 38 |

Simultaneous converging approaches authorized with Rwy 17.

NA

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

* 3000 when authorized by ATC.

IAF
MODENA
113.2 MXE
Chan 79

10 NM

*4000
152°
(8.6)

R-132
R-119
R-152

BWINE INT
I-PHL 15.4

KELEE INT
I-PHL 7.2

1800
087°
(4.3)

3000
087°
(3.9)

267°

ASOCI INT
I-PHL 11.5

R-027
R-045
R-057
R-352

*4000
027°
(7.9)

IAF
DUPONT
114.0 DQO
Chan 87

WOODSTOWN
112.8 OOD
Chan 75

2129
032°

R-212

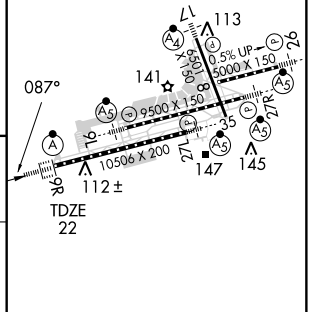
LOCALIZER 109.3
I-PHL
Chan 30

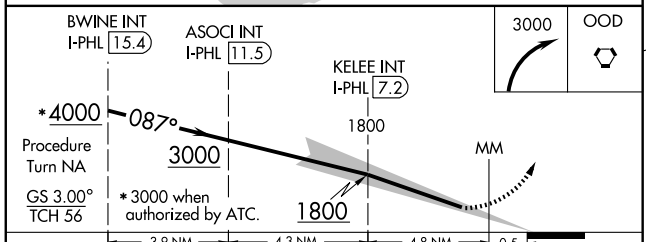
NAAS Mustin
(Abandoned)

MSA OOD 25 NM
2600

1549
913
1004
417
301
216
270
270
618
191
130
206
246
185
MM
305
285
154±
278
276
1049

ELEV 38




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 9R | 621-1½ 599 (600-1½) | | | |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-MYY | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 108.75 | 169° | TDZE | 10 |
| Chan 24 (Y) | | Apt Elev | 36 |

# CONVERGING ILS RWY 17

## PHILADELPHIA INTL (PHL)

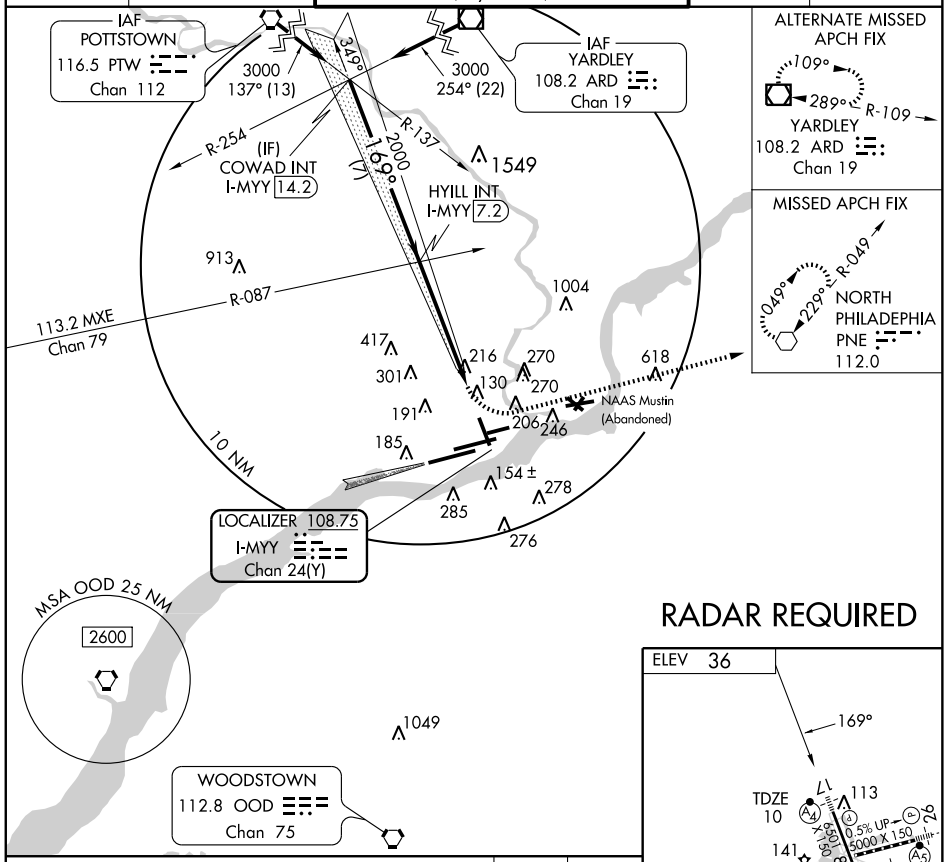
Inoperative table does not apply.
Visibility reduction by helicopters NA.
Simultaneous converging approaches authorized with Rwy 9R.

NA

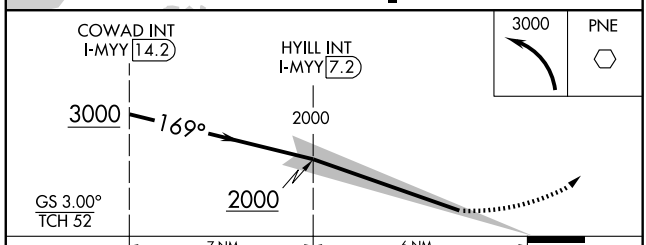
MALSF

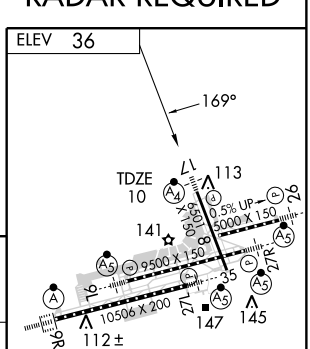
MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 650-2 640 (700-2) | | | 690-2¼<br>680 (700-2¼) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

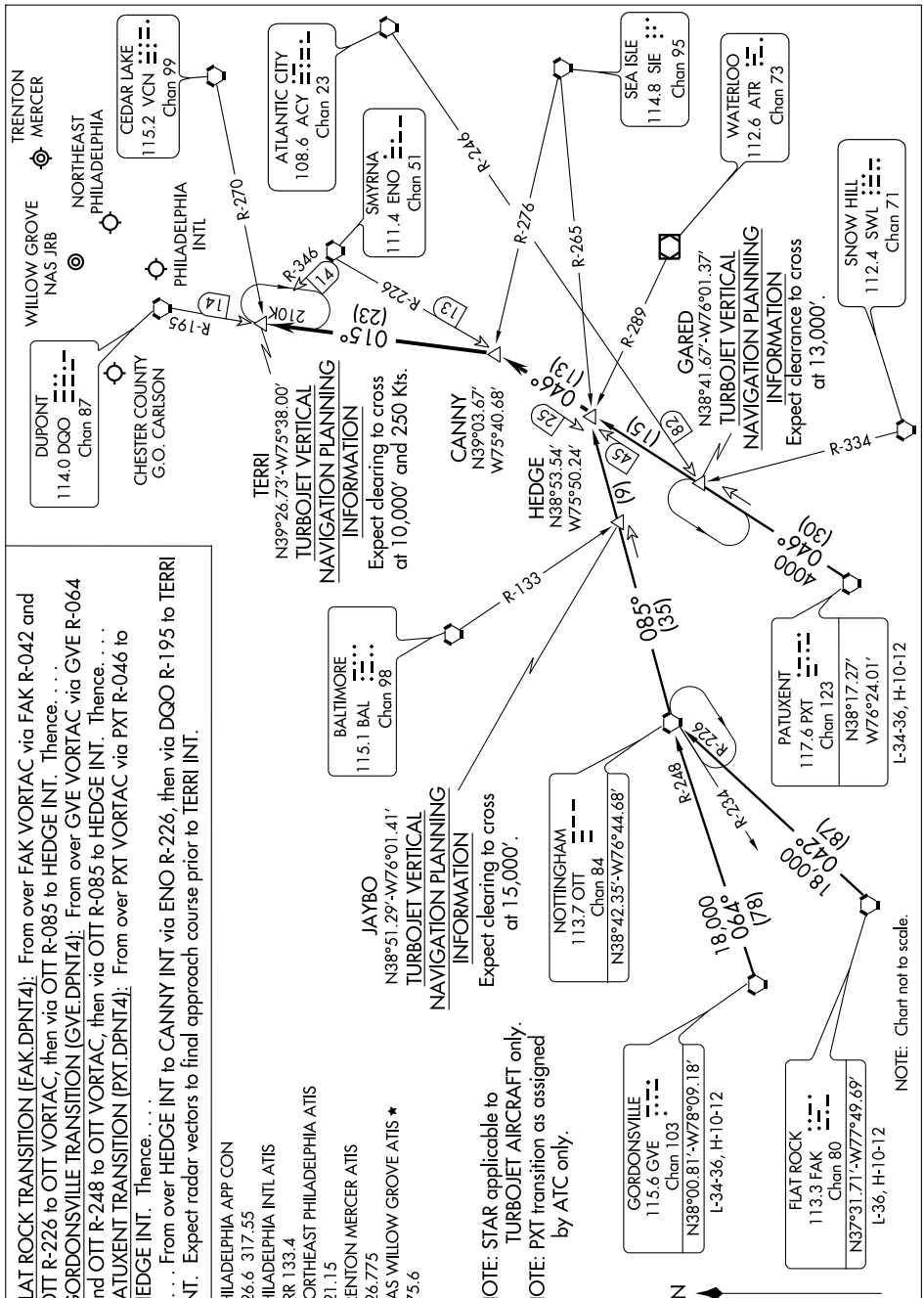
# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

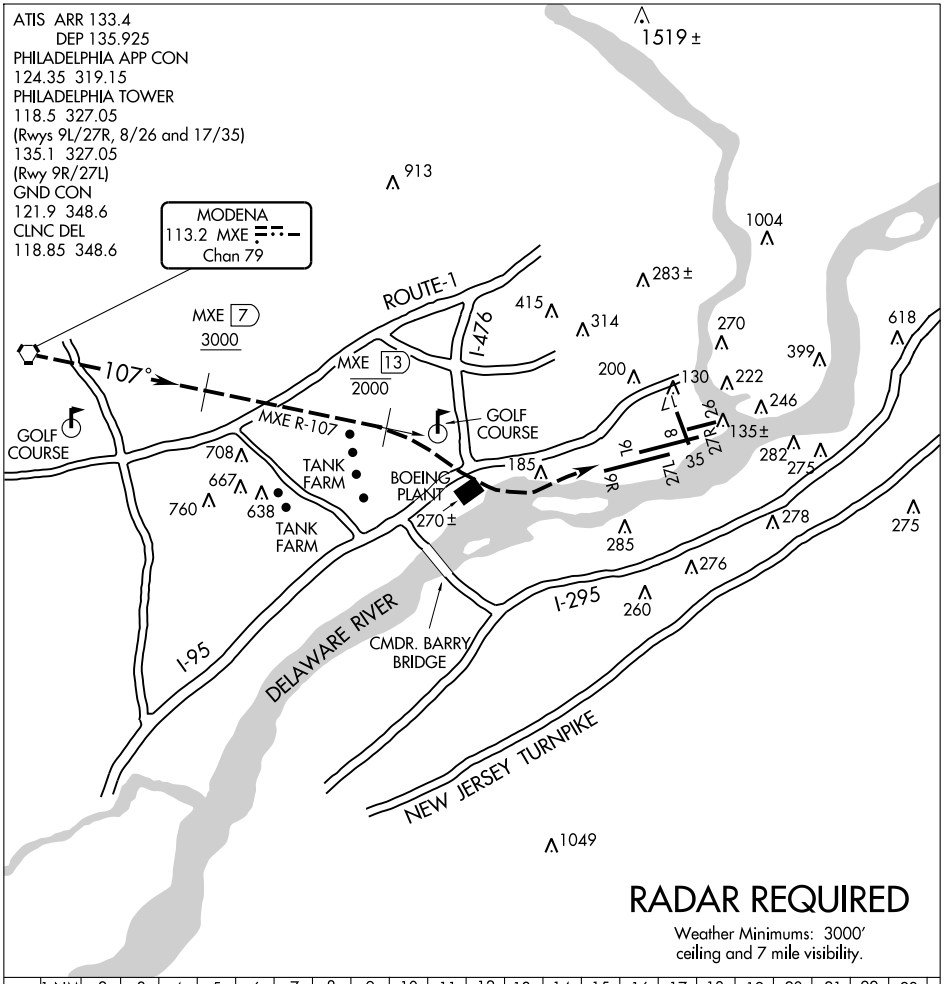
PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.



# FREEDOM VISUAL RWY 9L

AL-320 (FAA)




## RADAR REQUIRED

Weather Minimums: 3000′ ceiling and 7 mile visibility.

| 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

FREEDOM VISUAL RWY 9L

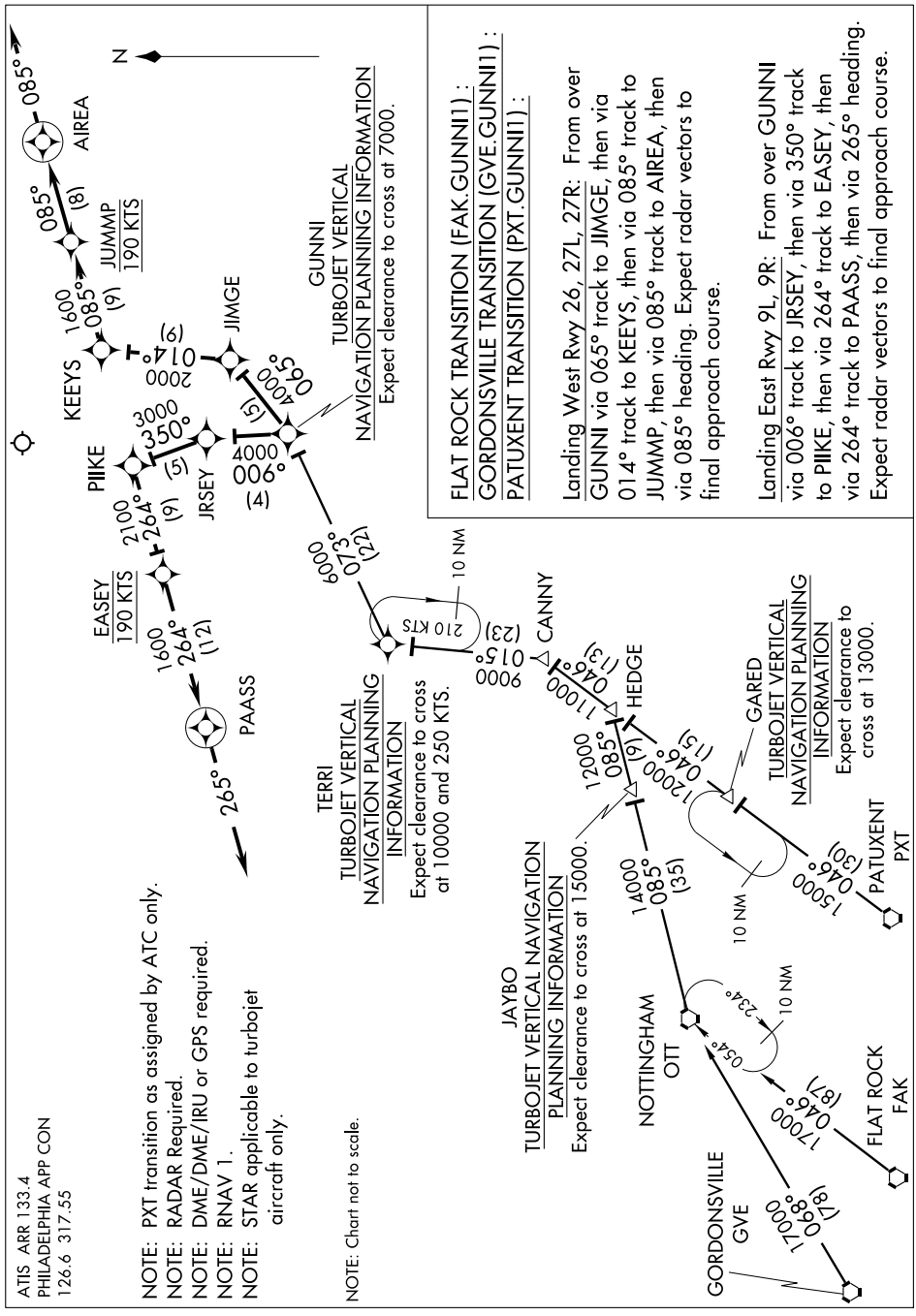
Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.


N
085°
AIREA
(8)
085°
JUMMP
190 KTS
1600
085°
(9)
KEEYS
014°
(9)
2000
JIMGE
065°
4000
(5)
PIIKE
3000
350°
(5)
JRSEY
4000
006°
(4)
2100
264°
(9)
EASEY
190 KTS
1600
264°
(12)
PAASS
265°
GUNNI
TURBOJET VERTICAL
NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 7000.
FLAT ROCK TRANSITION (FAK.GUNNI1):
GORDONSVILLE TRANSITION (GVE.GUNNI1):
PATUXENT TRANSITION (PXT.GUNNI1):
Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.
Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.
ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55
NOTE: PXT transition as assigned by ATC only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: STAR applicable to turbojet aircraft only.
NOTE: Chart not to scale.
TERRI
TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at 10000 and 250 KTS.
10 NM
210 KTS
(23)
015°
9000
CANNY
(22)
073°
9000
(13)
046°
11000
HEDGE
(9)
085°
12000
(15)
046°
12000
GARED
TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at 13000.
10 NM
(30)
046°
15000
PATUXENT
PXT
JAYBO
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 15000.
(35)
085°
14000
NOTTINGHAM
OTT
054°
234°
10 NM
(87)
046°
17000
FLAT ROCK
FAK
GORDONSVILLE
GVE
(87)
046°
17000

# ILS or LOC/DME RWY 27R
## PHILADELPHIA INTL (PHL)

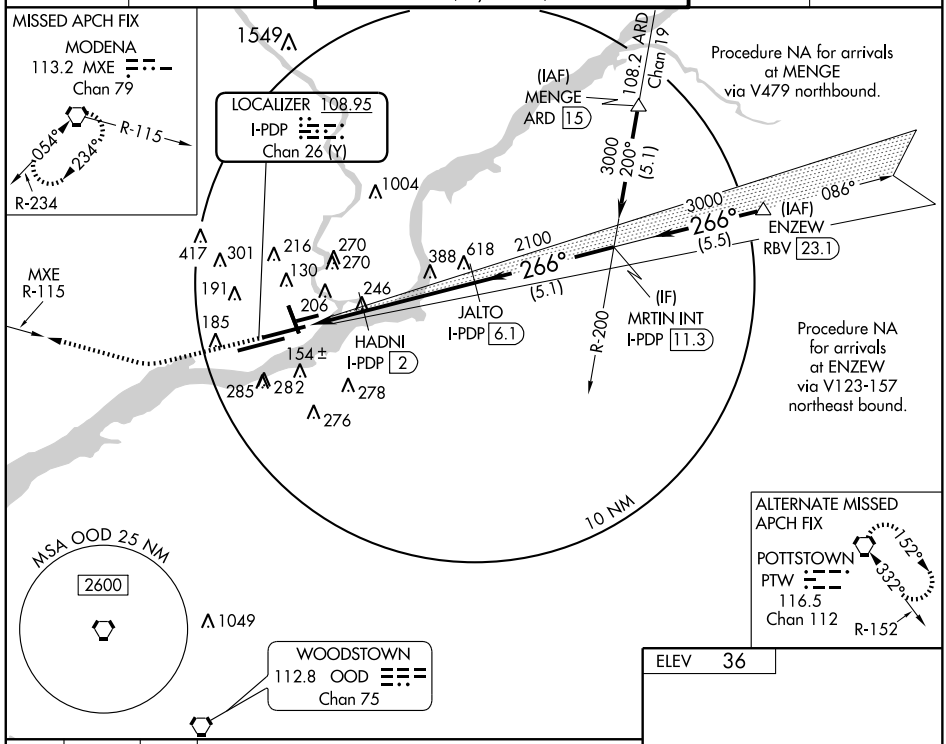
| LOC/DME I-PDP | APP CRS | Rwy ldg | 27R | 27L |
|---|---|---|---|---|
| 108.95 | 266° | TDZE | 9500 | 10506 |
| Chan 26 (Y) | | Apt Elev | 11 | 10 |
| | | | 36 | 36 |

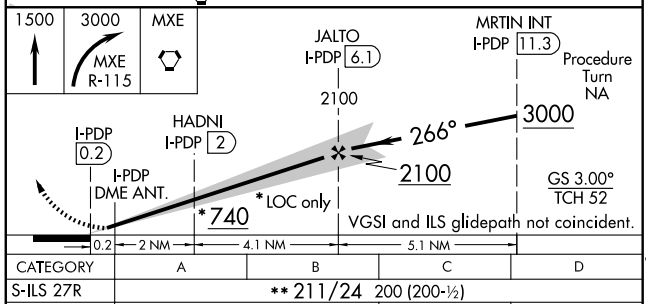
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

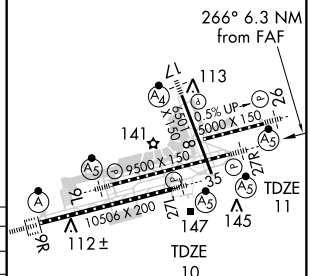
27R MALSR A5 | 27L MALSR A5

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27R | ** 211/24 200 (200-½) | | | |
| S-LOC 27R | 500/24 489 (500-½) | | 500/40 489 (500-¾) | 500/50 489 (500-1) |
| SIDESTEP 27L | 500 -1 490 (500-1) | | | 500-1½ 490 (500-1½) |
| CIRCLING | 540 -1 504 (600-1) | 640 -1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

# ILS or LOC RWY 9L
## PHILADELPHIA INTL (PHL)

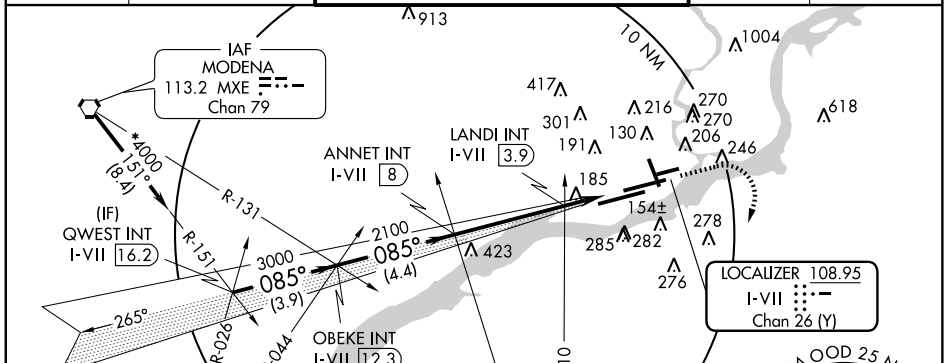
| LOC/DME I-VII 108.95 Chan 26 (Y) | APP CRS 085° | Rwy ldg 9500 TDZE 13 Apt Elev 36 |
|---|---|---|

** RVR 1800 authorized with use of FD or AP or HUD to DA.

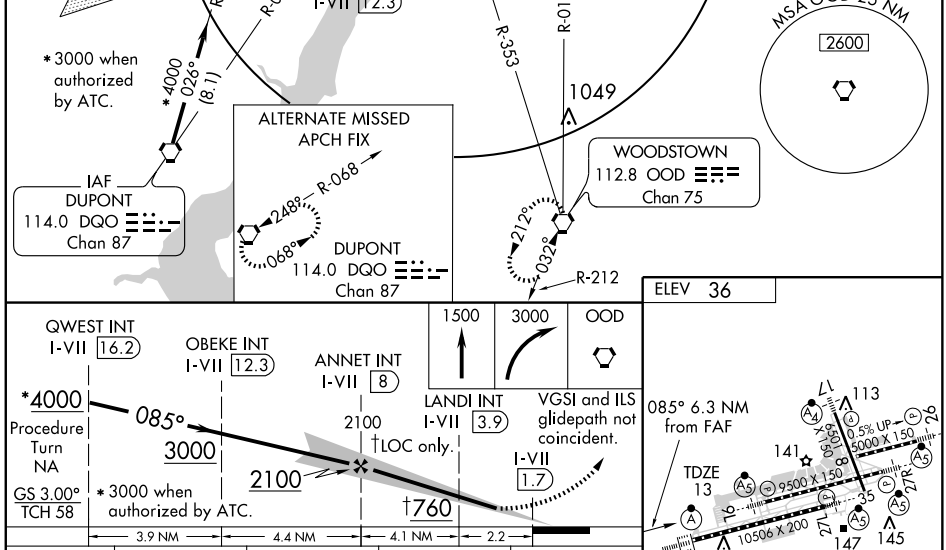
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




ELEV 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9L | ** 213/24 200 (200-½) | | | |
| S-LOC 9L | 760/24 747 (800-½) | 760/40 747 (800-¾) | 760-1¾ 747 (800-1¾) | 760-2 747 (800-2) |
| CIRCLING | 760-1 724 (800-1) | 760-1¼ 724 (800-1¼) | 760-2¼ 724 (800-2¼) | 760-2½ 724 (800-2½) |
| LANDI FIX MINIMUMS | | | | |
| S-LOC 9L | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

NE-4. 14 JAN 2010 to 11 FEB 2010

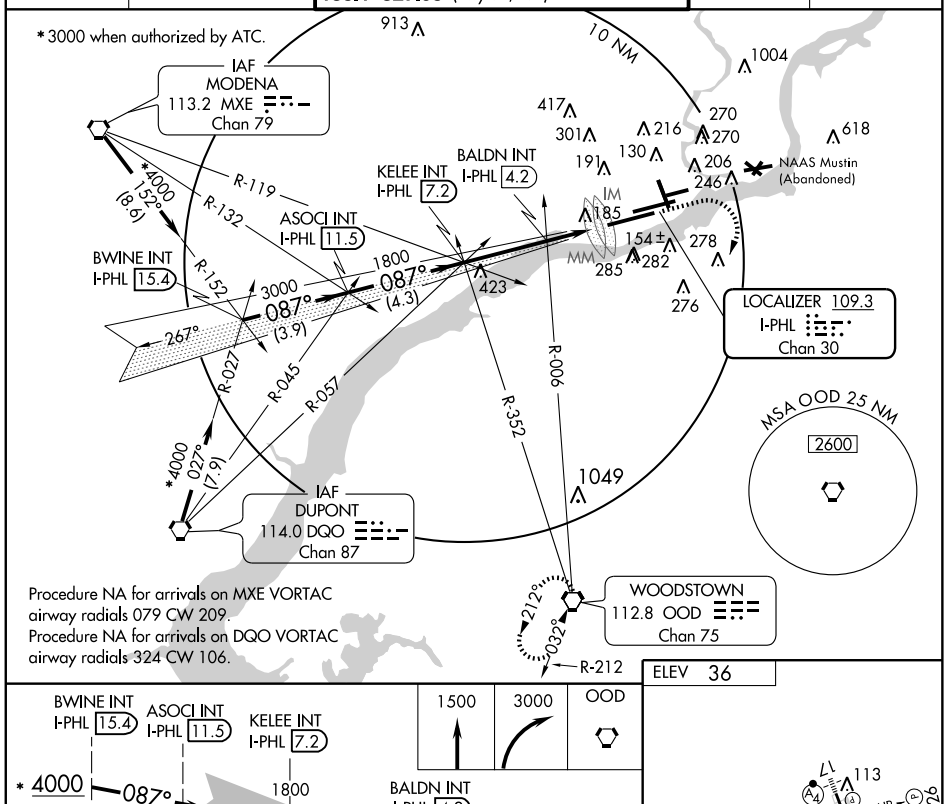
# ILS or LOC RWY 9R
## PHILADELPHIA INTL (PHL)

| LOC/DME I-PHL | APP CRS | Rwy ldg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

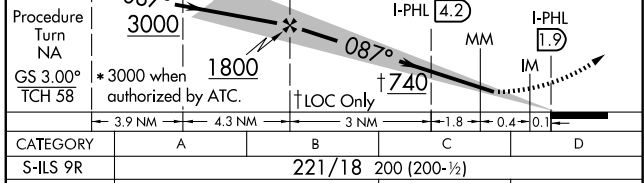
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | 221/18 200 (200-½) | | | |
| S-LOC 9R | 740/24 719 (800-½) | | 740-1½<br>719 (800-1½) | 740-1¾<br>719 (800-1¾) |
| CIRCLING | 740-1 704 (800-1) | | 740-2<br>704 (800-2) | 740-2¼<br>704 (800-2¼) |
| BALDN FIX MINIMUMS | | | | |
| S-LOC 9R | 580/24 559 (600-½) | | 580/50<br>559 (600-1) | 580/60<br>559 (600-1¼) |
| CIRCLING | 580-1<br>544 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | 640-2<br>604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-4. 14 JAN 2010 to 11 FEB 2010

# ILS or LOC RWY 17
## PHILADELPHIA INTL (PHL)

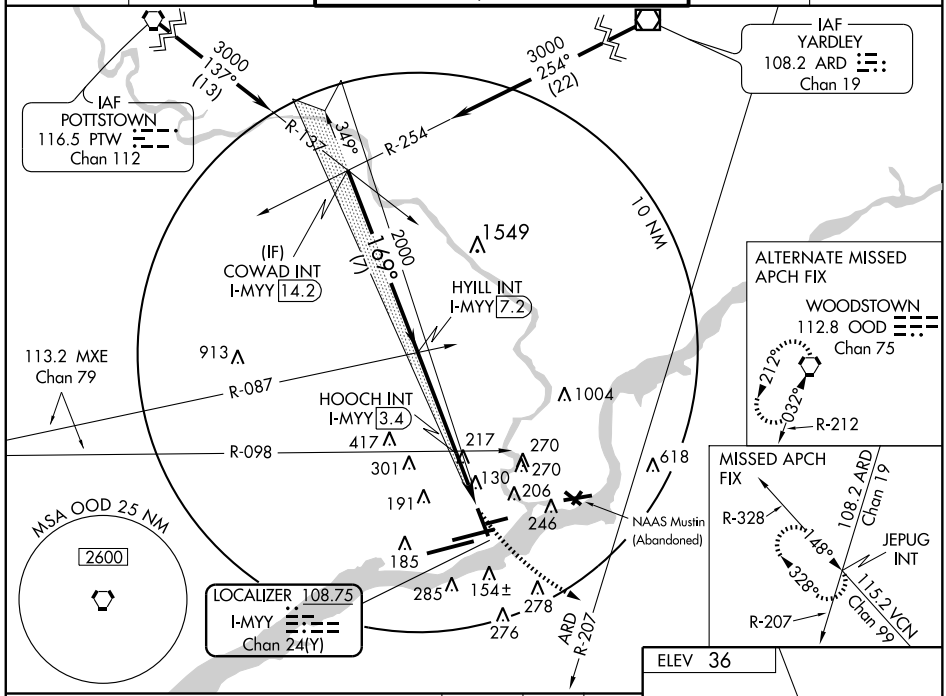
| LOC/DME I-MYY | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 108.75 | 169° | TDZE | 10 |
| Chan 24 (Y) | | Apt Elev | 36 |

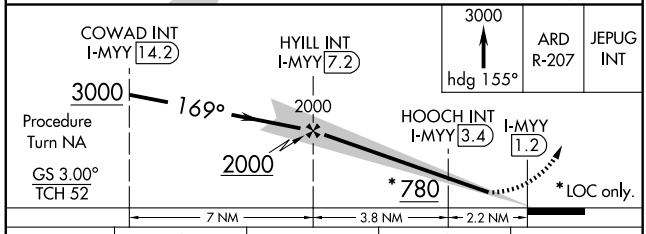
Inoperative table does not apply.
Visibility reduction by helicopter NA.

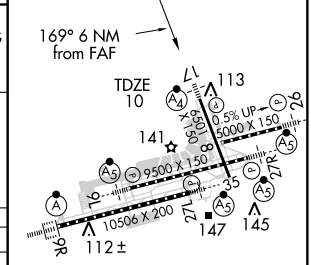
MALSF

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 260/50 250 (300-1) | | | |
| S-LOC 17 | 780/50<br>770 (800-1) | 780/60<br>770 (800-1¼) | 780-2¼<br>770 (800-2¼) | 780-2½<br>770 (800-2½) |
| CIRCLING | 780-1<br>744 (800-1) | 780-1¼<br>744 (800-1¼) | 780-2¼<br>744 (800-2¼) | 780-2½<br>744 (800-2½) |
| HOOCH FIX MINIMUMS | | | | |
| S-LOC 17 | 480/50 470 (500-1) | | 480/60<br>470 (500-1¼) | 480-1½<br>470 (500-1½) |
| CIRCLING | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | 640-2<br>604 (700-2) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-GLC | APP CRS | Rwy ldg | 10506 |
|---|---|---|---|
| 109.3 | 265° | TDZE | 10 |
| Chan 30 | | Apt Elev | 36 |

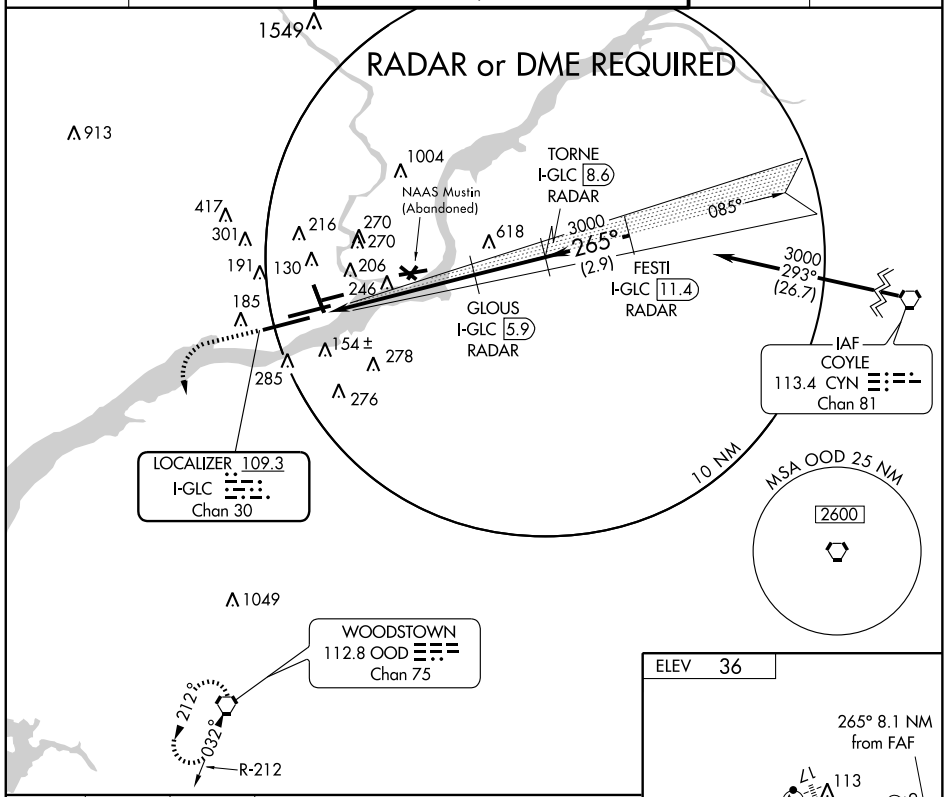
# ILS or LOC RWY 27L
## PHILADELPHIA INTL (PHL)

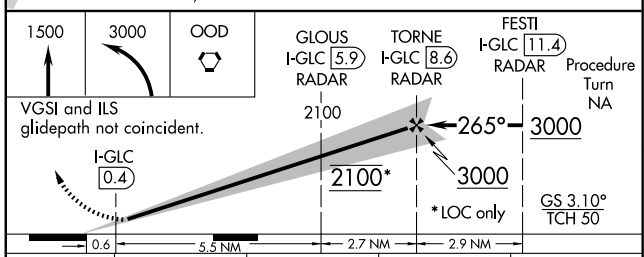
ILS unusable from .60 NM inbound to threshold.

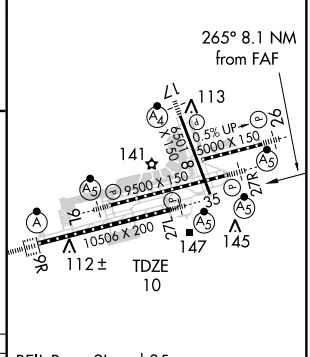
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | 257/24 247 (300-½) | | | |
| S-LOC 27L | 660/24 650 (700-½) | | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |
| CIRCLING | 660-1 624 (700-1) | | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2) |

| FAF to MAP 8.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |

NE-4. 14 JAN 2010 to 11 FEB 2010

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

# ILS PRM RWY 26
# (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

| LOC/DME I-LLH | APP CRS | Rwy ldg 5000 |
|---|---|---|
| 111.55 | 263° | TDZE 36 |
| Chan 52 (Y) | | Apt Elev 36 |

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L)<br>PRM 123.6 | 121.9 348.6 | 118.85 348.6 |

RADAR REQUIRED

FROSE
MXE 12.6
056°
236°
113.2 MXE
R-056
Chan 79
R-353
112.8 OOD
Chan 75

LOCALIZER 111.55
I-LLH
Chan 52 (Y)
LOC Offset 2.58°

Procedure NA for arrivals at HOLEY via V123-157-213 NE Bnd.

10 NM

(IF)
FOSOM
I-LLH 8
RADAR

083°
(IAF)
HOLEY
I-LLH 19.2

2000
263° (1.7)

ESKOE
I-LLH 6.3
RADAR

NAAS Mustin (Abandoned)

1549
913
1004
417
301
216
130
270
270
206
246
191
185
154±
285
278
276
618
263°
(11.3)

MSA OOD 25 NM
2600

ELEV 36

263°
1049
113
17
26
0.5% UP
5000 X 150
6500 X 150
9500 X 150
10506 X 200
141
35
27L
27R
9R
112±
147
145
TDZE
36

ALTERNATE MISSED APCH FIX
R-332
152°
332°
POTTSTOWN
116.5 PTW
Chan 112

| 800 | 3000 | OOD R-353 | FROSE |
|---|---|---|---|
| | hdg 310° | | |

ESKOE
I-LLH 6.3
RADAR

FOSOM
I-LLH 8
RADAR

Procedure Turn NA

2000
263°
263°
2000
2000

GS 3.15°
TCH 50

5.6 NM
1.7 NM

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 286/40 250 (300-¾) | | | NA |

NE-4, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4. 14 JAN 2010 to 11 FEB 2010

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

# ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

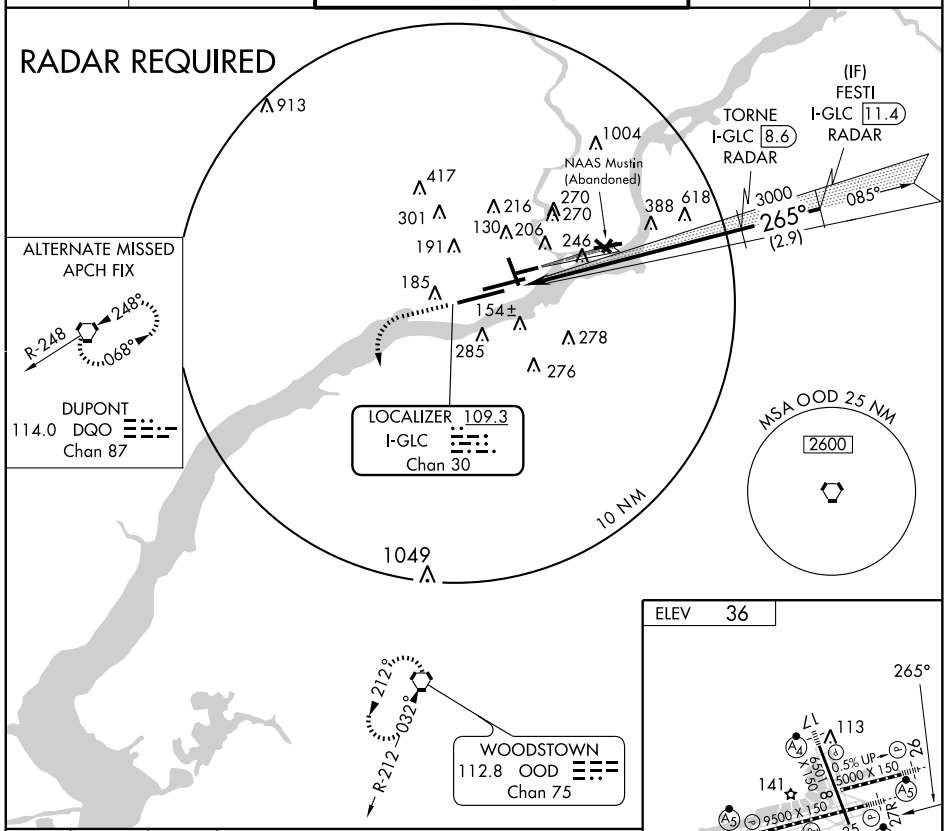
| LOC/DME I-GLC | APP CRS | Rwy ldg 10506 |
|---|---|---|
| 109.3 | 265° | TDZE 10 |
| Chan 30 | | Apt Elev 36 |

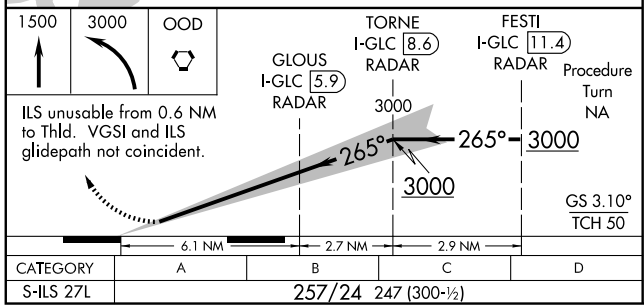
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

MALSR

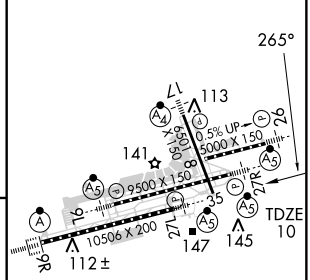
MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L)<br>PRM 120.425 | 121.9 348.6 | 118.85 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | 257/24 247 (300-½) | | | |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

      "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4. 14 JAN 2010 to 11 FEB 2010

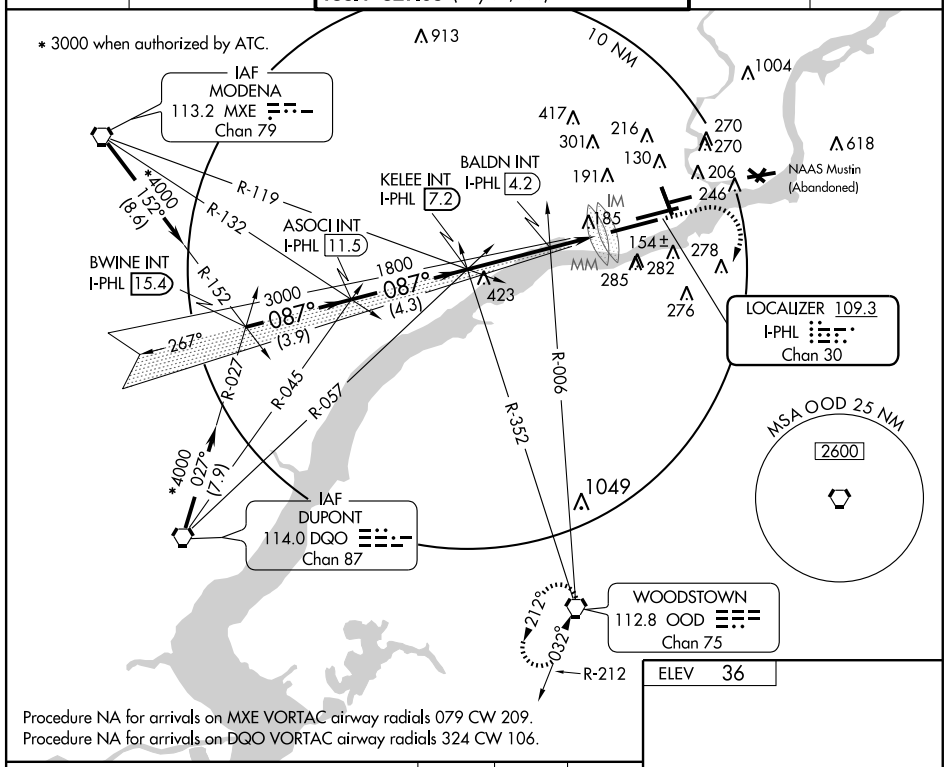
| LOC/DME I-PHL | APP CRS | Rwy ldg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

# ILS RWY 9R (CAT II)
## PHILADELPHIA INTL (PHL)

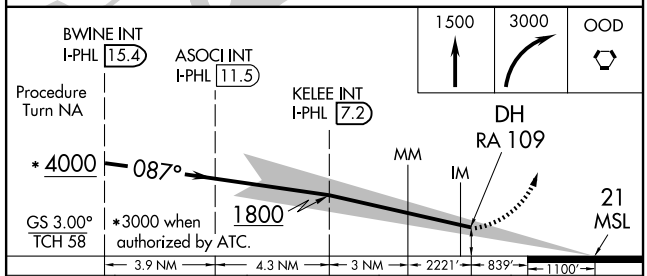
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |



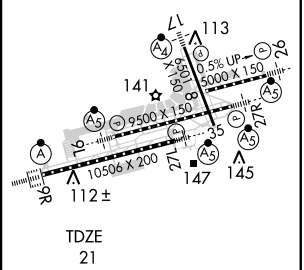

Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | RA 109/12 100 DA 121 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 36




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

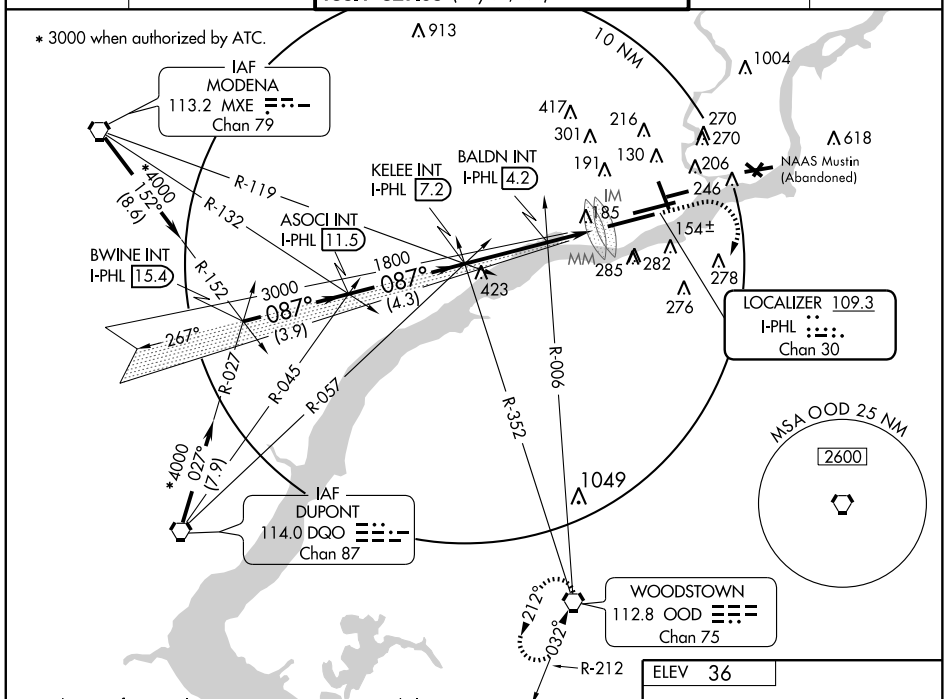
| LOC/DME I-PHL | APP CRS | Rwy ldg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

# ILS RWY 9R (CAT III)
## PHILADELPHIA INTL (PHL)

ALSF-2

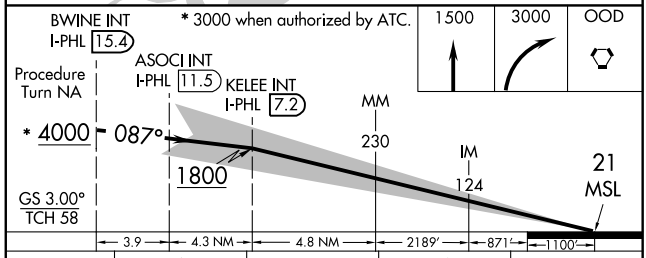
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

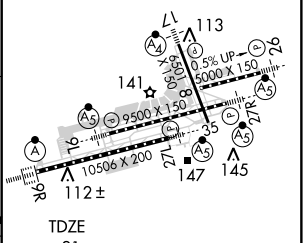



Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.

ELEV 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | | CAT IIIa | RVR07 | |
| S-ILS 9R | | CAT IIIb | RVR06 | |
| S-ILS 9R | | CAT IIIc | NA | |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LLH | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 111.55 | 263° | TDZE | 38 |
| Chan 52 (Y) | | Apt Elev | 38 |

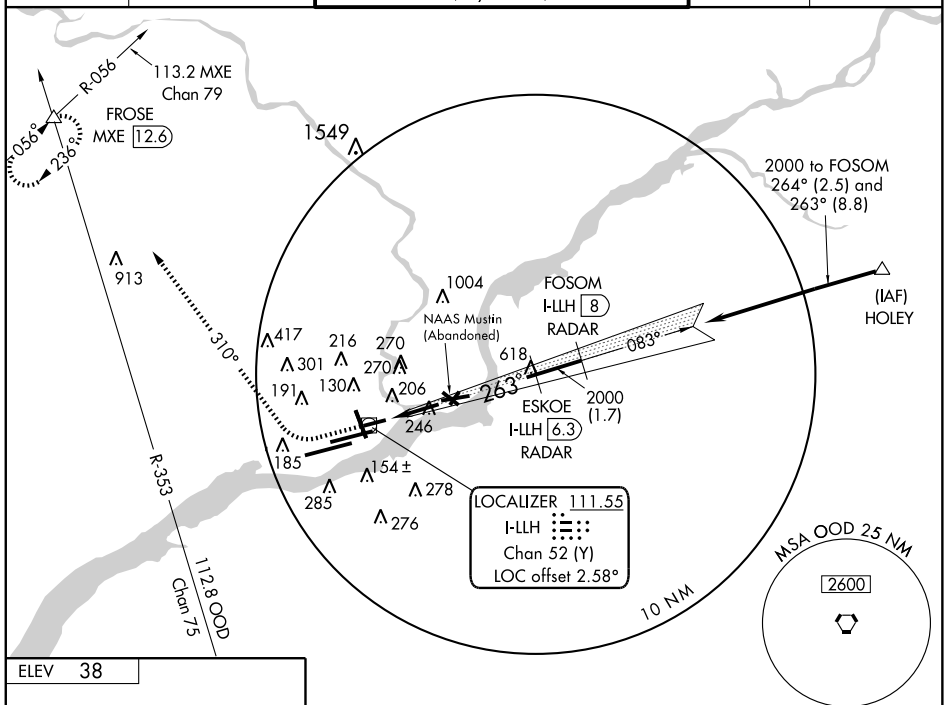
# ILS RWY 26
## PHILADELPHIA INTL (PHL)

Inoperative table does not apply to S-ILS 26 all Cats. For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

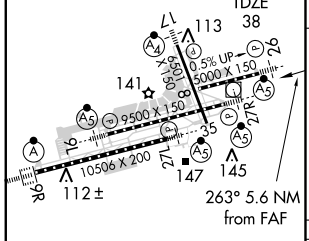
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

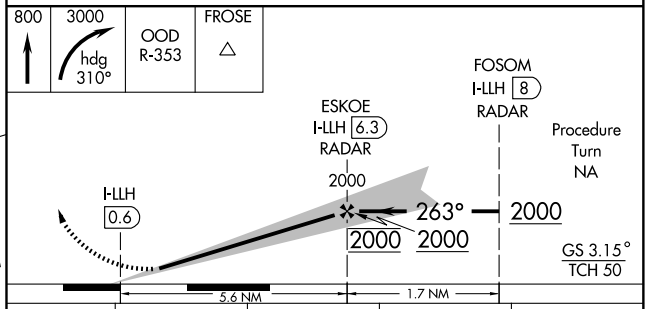



ELEV 38




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 288/40 250 (300-¾) | | | NA |
| S-LOC 26 | 700/40 662 (700-¾) | | 700/60<br>662 (700-1¼) | NA |
| CIRCLING | 700-1 662 (700-1) | | 700-1¾<br>662 (700-1¾) | NA |

NE-4. 14 JAN 2010 to 11 FEB 2010

# ILS RWY 27R (CAT II)
## PHILADELPHIA INTL (PHL)

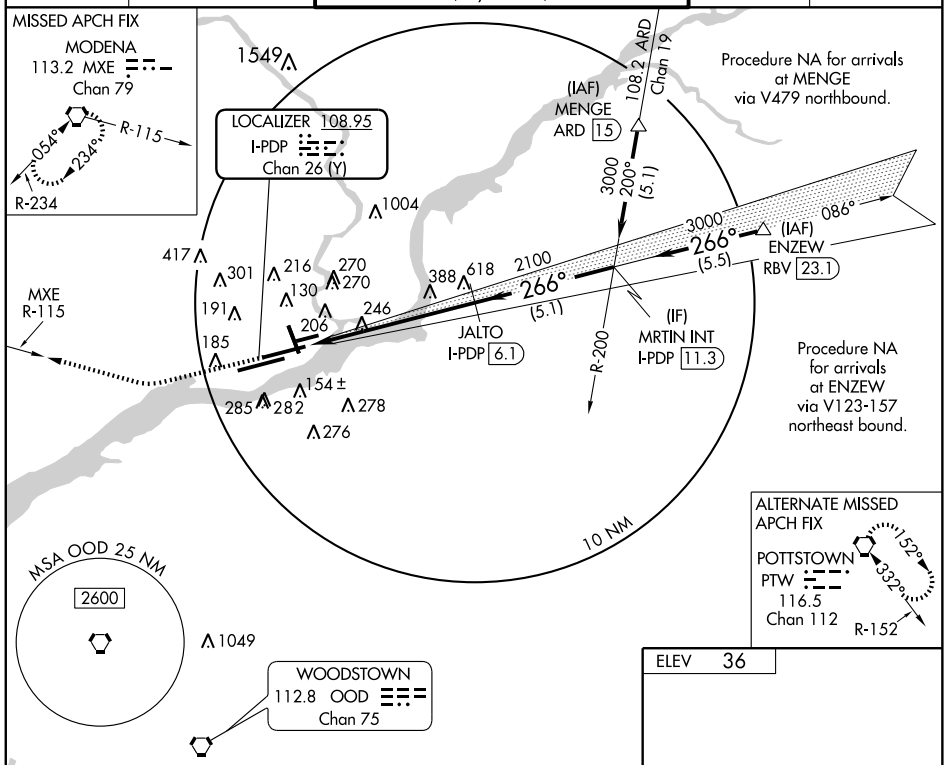
| LOC/DME I-PDP | APP CRS | Rwy ldg | 9500 |
|---|---|---|---|
| 108.95 | 266° | TDZE | 11 |
| Chan 26 (Y) | | Apt Elev | 36 |

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

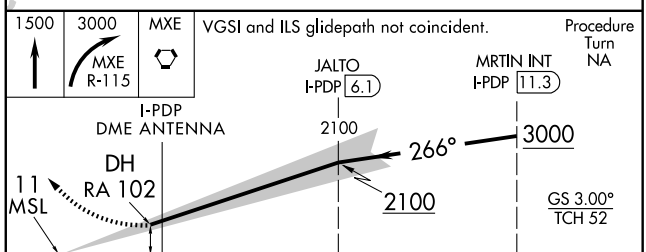


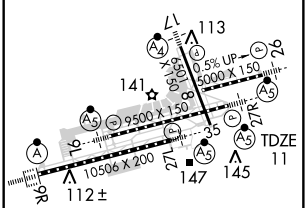

ELEV 36

| 1500 | 3000 | MXE |
|---|---|---|
| | MXE R-115 | |

VGSI and ILS glidepath not coincident.

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27R | RA 102/12 100 DA 111 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

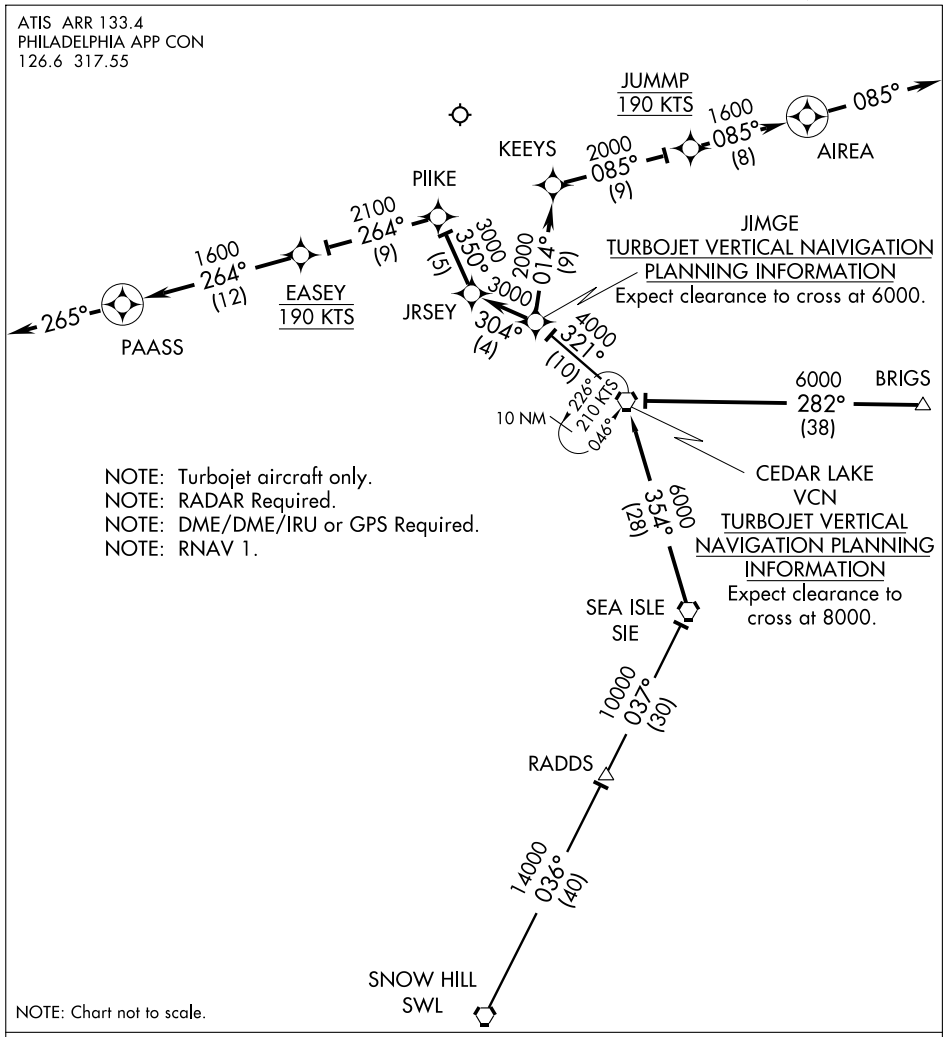
NE-4. 14 JAN 2010 to 11 FEB 2010

# JIMGE ONE ARRIVAL (RNAV)

ST-320 (FAA)

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55




NOTE: Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

BRIGS TRANSITION (BRIGS.JIMGE1):
SNOW HILL TRANSITION (SWL.JIMGE1):

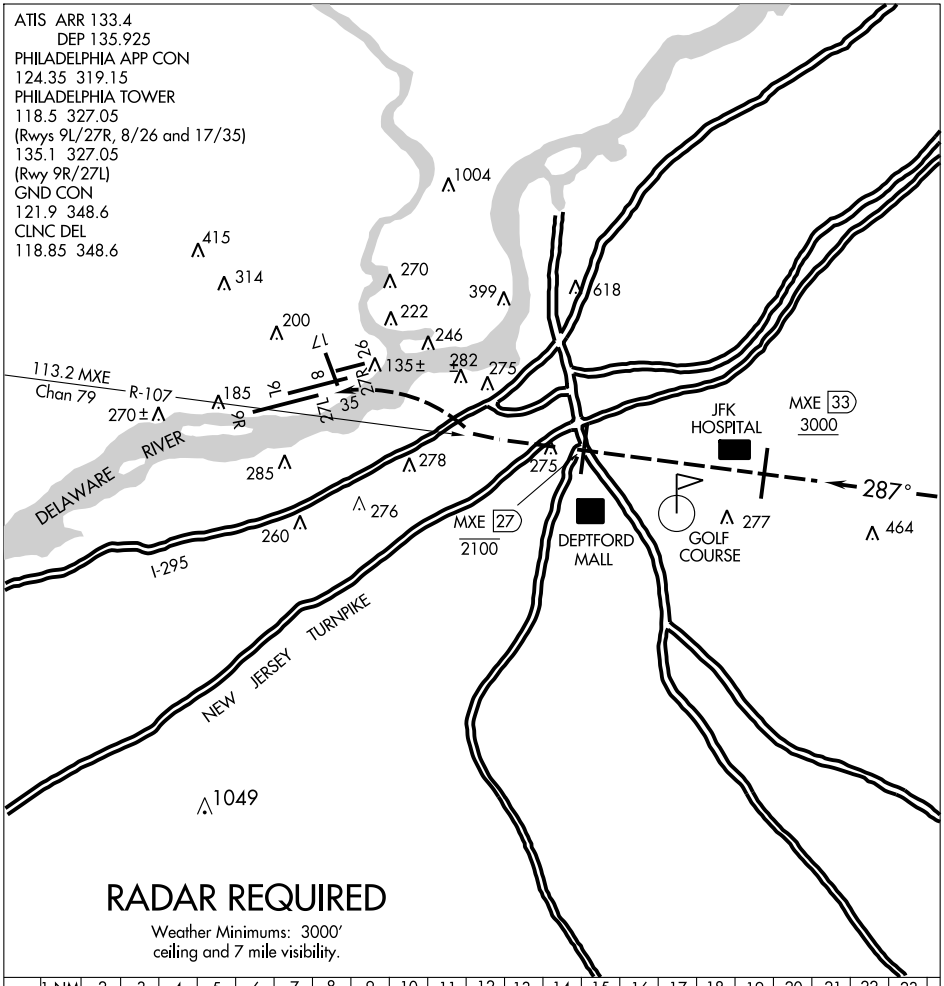
Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

# LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA




LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

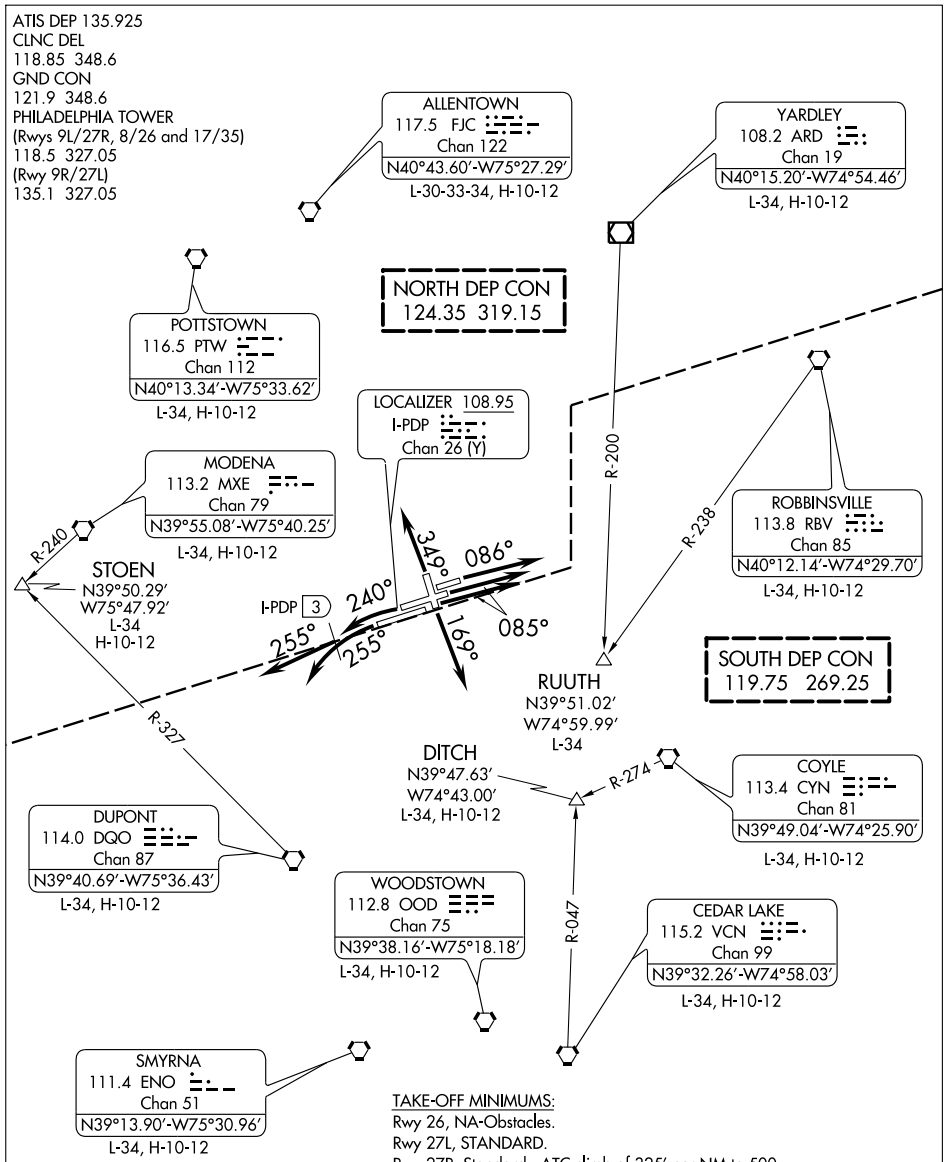
Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

# PHILADELPHIA EIGHT DEPARTURE

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05




TAKE-OFF MINIMUMS:
Rwy 26, NA-Obstacles.
Rwy 27L, STANDARD.
Rwy 27R, Standard. ATC climb of 325′ per NM to 500.
Rwy 8, Standard with minimum climb of 320′ per NM to 900.
Rwy 9L, Standard with minimum climb of 390′ per NM to 500.
Rwy 9R, Standard with minimum climb of 310′ per NM to 500.
Rwy 17, 200-1 or Standard with minimum climb of 400′ per NM to 300.
Rwy 35, Standard with minimum climb of 264′ per NM to 1400.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-4, 14 JAN 2010 to 11 FEB 2010

# PHILADELPHIA EIGHT DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .
TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .
TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . .
TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

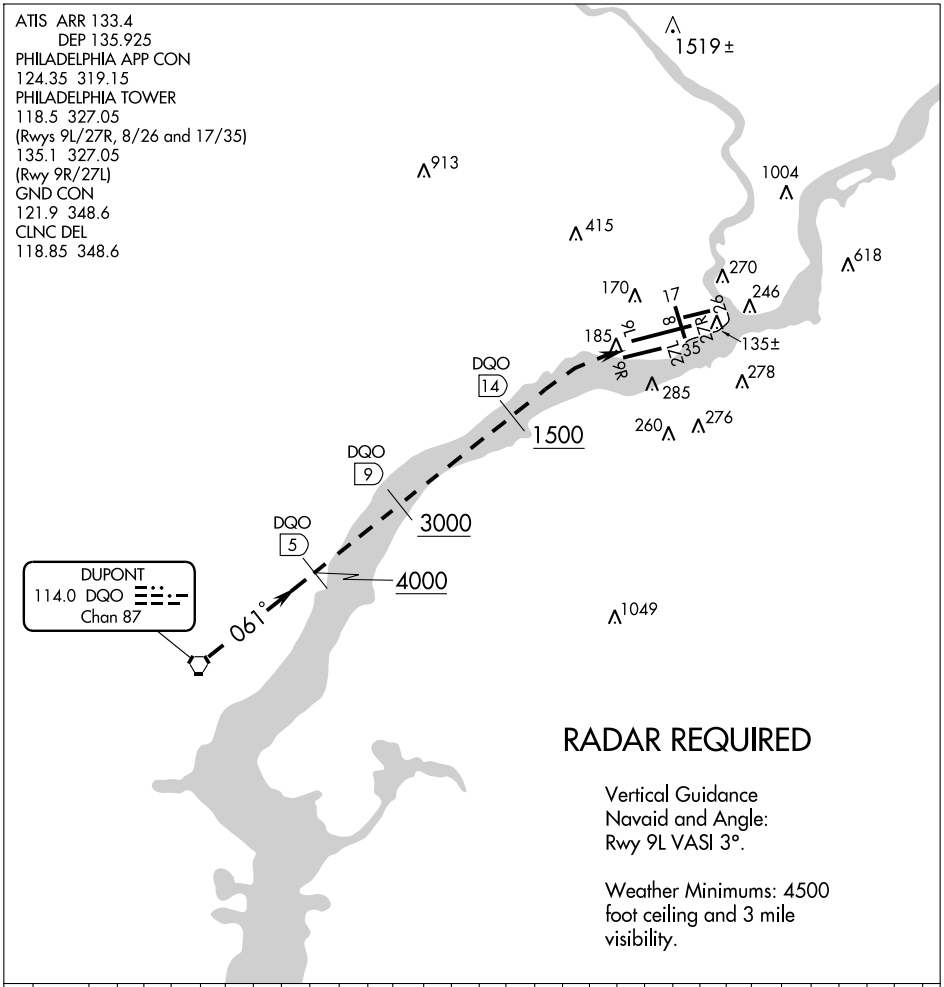
Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ left of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ right of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ left of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ left of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ right of centerline, up to 69′ AGL/83′ MSL.

NE-4, 14 JAN 2010 to 11 FEB 2010

# RIVER VISUAL RWY 9L/R

AL-320 (FAA)

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6




## RADAR REQUIRED

Vertical Guidance
Navaid and Angle:
Rwy 9L VASI 3°.

Weather Minimums: 4500 foot ceiling and 3 mile visibility.

| | 1 NM | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

| WAAS CH 86222 W17A | APP CRS 169° | Rwy ldg 6501<br>TDZE 10<br>Apt Elev 36 |
|---|---|---|

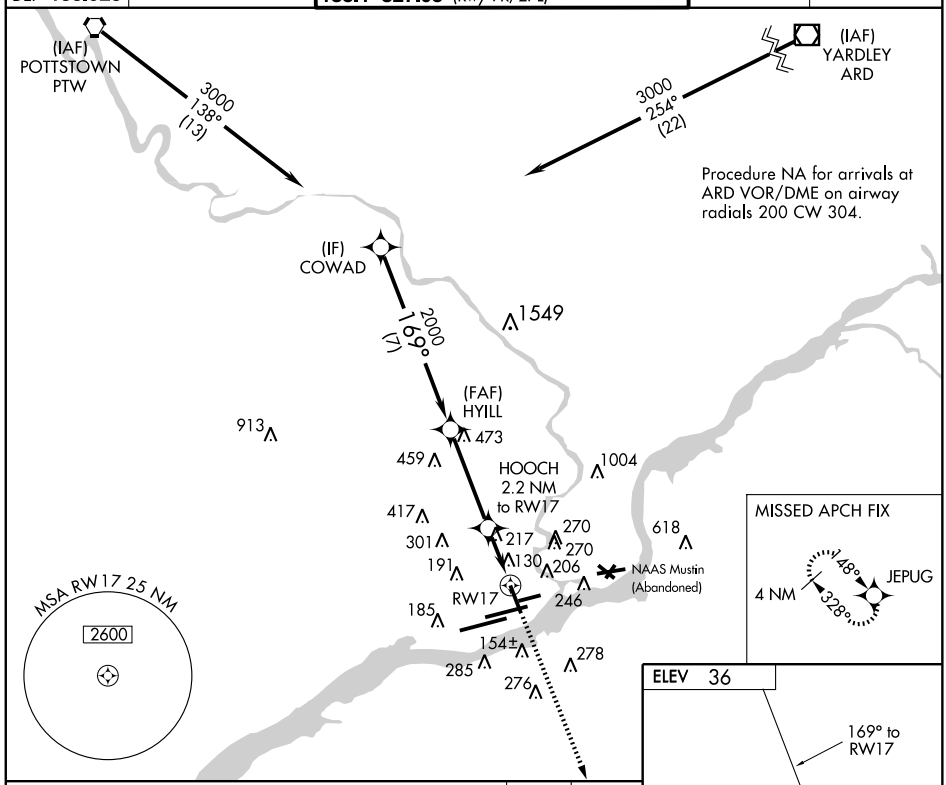
# RNAV (GPS) RWY 17
## PHILADELPHIA INTL (PHL)

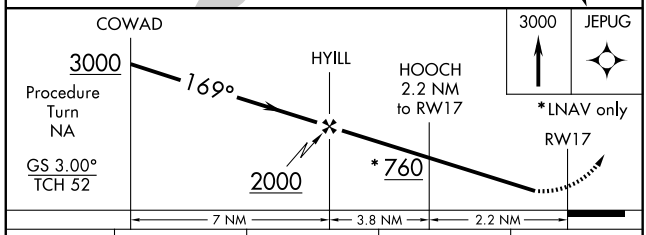
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

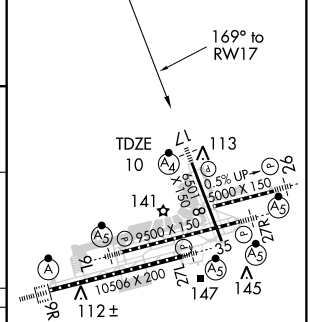
MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 322/50 312 (300-1) | | | |
| LNAV/VNAV DA | 634-2¼ 624 (600-2¼) | | | |
| LNAV MDA | 480/50 470 (500-1) | | 480/60 470 (500-1¼) | 480-1½ 470 (500-1½) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 26
## PHILADELPHIA INTL (PHL)

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 266° | TDZE | 36 |
| | Apt Elev | 36 |

For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopers NA. DME/DME RNP-0.3 NA.

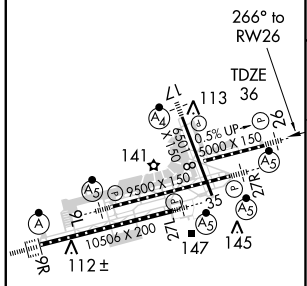
MALSR

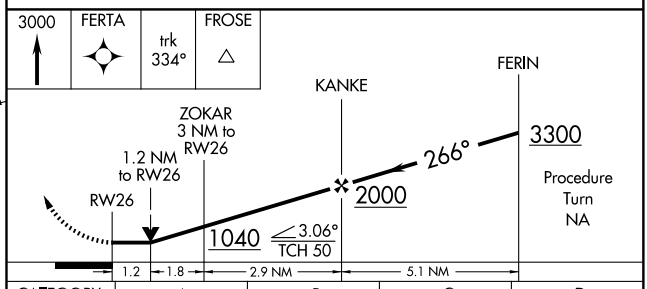
MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

Procedure NA for arrivals at MENGE via V479 northbound, at ENZEW via V123-157 northeastbound, and at ALBEK via V312 eastbound.

FROSE
057°
237°
4 NM
1549
913
1004
(IAF) MENGE
3300 200° (4.8)
3300 269° (5.4)
(IAF) ENZEW
2000 266° (5.1)
417
301
216
270
399
618
130
206
191
334°
246
(FAF) KANKE
ZOKAR 3 NM to RW26
(IF) FERIN
185
RW26
FERTA
285
154±
278
276
3300 349° (9.6)
(IAF) ALBEK
MSA RW 26 25 NM
2600
1049




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500/40 464 (500-¾) | | | NA |
| CIRCLING | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | NA |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 27L
## PHILADELPHIA INTL (PHL)

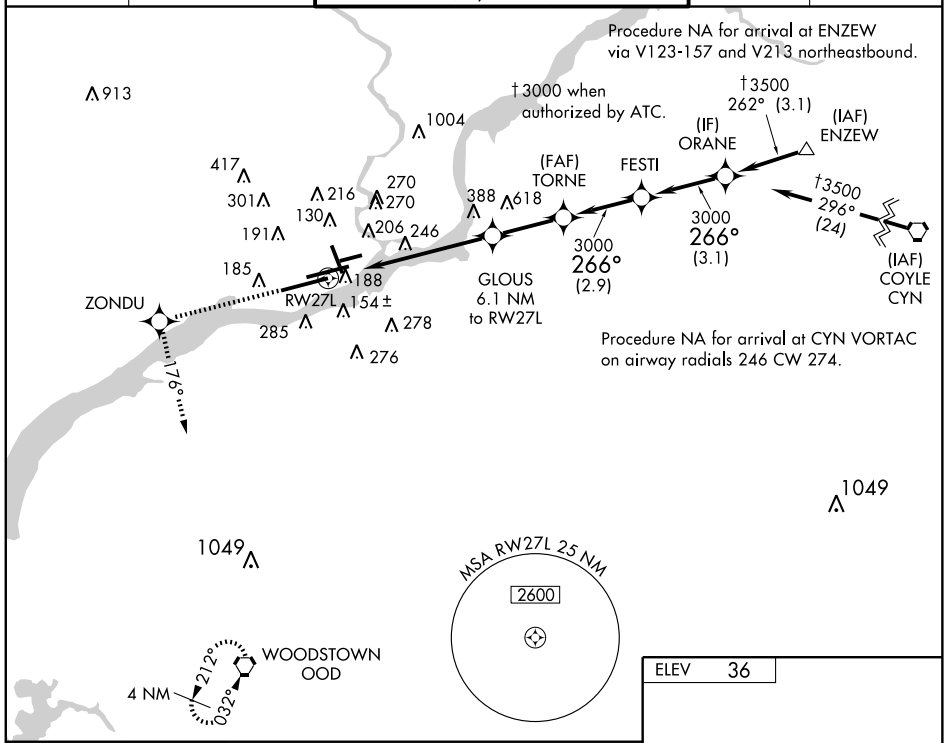
| WAAS CH 97322 W27A | APP CRS 266° | Rwy ldg 10506<br>TDZE 10<br>Apt Elev 36 |
|---|---|---|

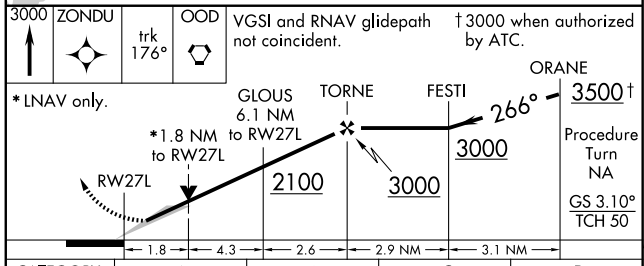
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

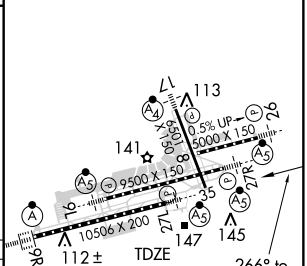
MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 260/24 250 (300-½) | | | |
| LNAV/VNAV DA | 458/50 448 (500-1) | | | |
| LNAV MDA | 660/24 650 (700-½) | | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |
| CIRCLING | 660-1 624 (700-1) | | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2) |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 90122 W27B | APP CRS 266° | Rwy ldg 9500<br>TDZE 11<br>Apt Elev 36 |
|---|---|---|

# RNAV (GPS) RWY 27R
## PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

MISSED APCH FIX
MODENA
MXE
055°
235°
4 NM

†3000 when authorized by ATC.

1549
913
1004
3000
266°
(2.8)
†3500
267°
(2.8)
(IAF)
ENZEW
(IF)
DUCVA
MRTIN
2100
266°
(5.1)
618
399
(FAF)
JALTO
417
216
301
270
270
191
130
206
246
188
185
RW27R
292°
LANDI
285
154±
276
278

Procedure NA for arrivals at ENZEW via V123-157 and V213 northeastbound.

MSA RW27R 25 NM
2600

ELEV 36

266° to RW27R
113
17
26
8
0.5% UP
5000 X 150
141
9500 X 150
TDZE
11
35
27
10506 X 200
147
145
112±
9R

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| 3000 | LANDI | trk 292° | MXE |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.

*LNAV only

*2 NM to RW27R
RW27R
JALTO
MRTIN
DUCVA
266°
3500 †
3000
2100
Procedure Turn NA
GS 3.00°
TCH 53
2 NM
4.3
5.1 NM
2.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 267/24 256 (300-½) | | | |
| LNAV/VNAV DA | 520/60 509 (500-1¼) | | | |
| LNAV MDA | 720/24 709 (700-½) | | 720-1½ 709 (700-1½) | 720-1¾ 709 (700-1¾) |
| CIRCLING | 720-1 684 (700-1) | | 720-2 684 (700-2) | 720-2¼ 684 (700-2¼) |

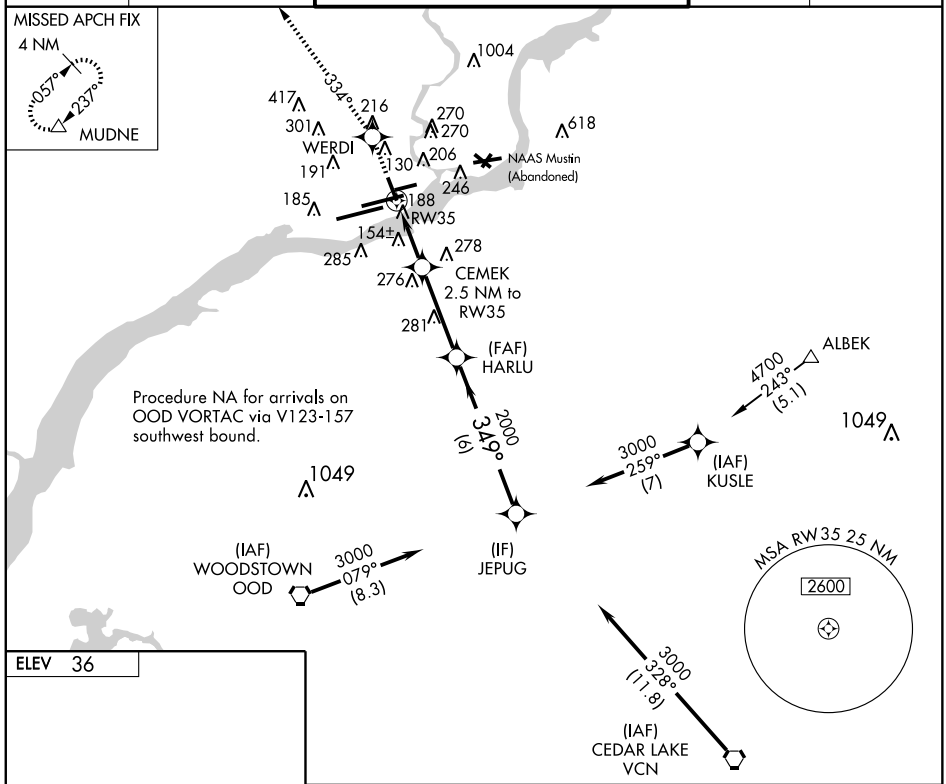
| APP CRS | Rwy ldg | 6501 |
|---|---|---|
| 349° | TDZE | 14 |
| | Apt Elev | 36 |

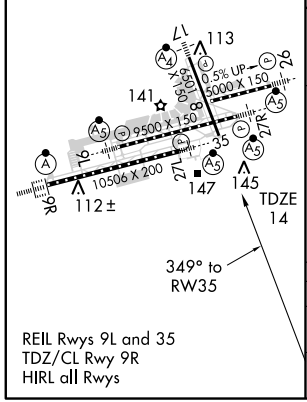
# RNAV (GPS) RWY 35
## PHILADELPHIA INTL (PHL)

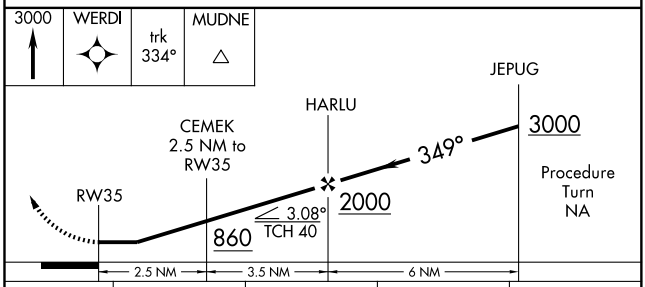
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440/50 426 (500-1) | | 440/60 426 (500-1¼) | |
| CIRCLING | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | 640-2<br>604 (700-2) |

| WAAS CH 45523 W09B | APP CRS 085° | Rwy ldg 9500 TDZE 13 Apt Elev 36 |
|---|---|---|

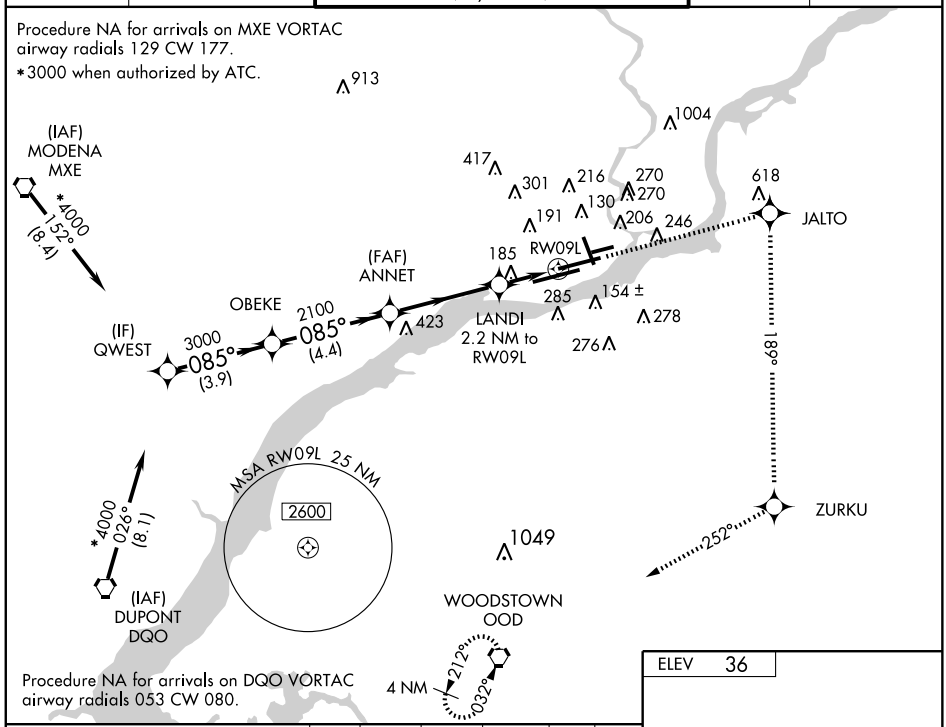
# RNAV (GPS) Y RWY 9L
## PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

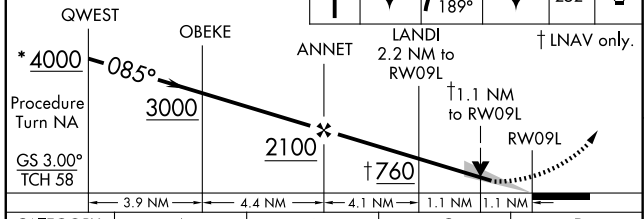
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

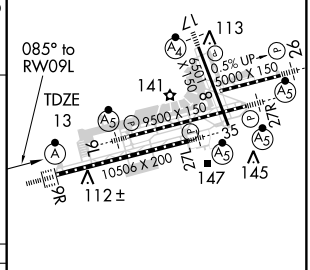



VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.

| 3000 | JALTO | trk 189° | ZURKU | trk 252° | OOD |
|---|---|---|---|---|---|

† LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 263/24 250 (300-½) | | | |
| LNAV/VNAV DA | 471/50 458 (500-1) | | | |
| LNAV MDA | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| WAAS CH **40023** **W09A** | APP CRS **085°** | Rwy ldg **10506** TDZE **21** Apt Elev **36** |
|---|---|---|

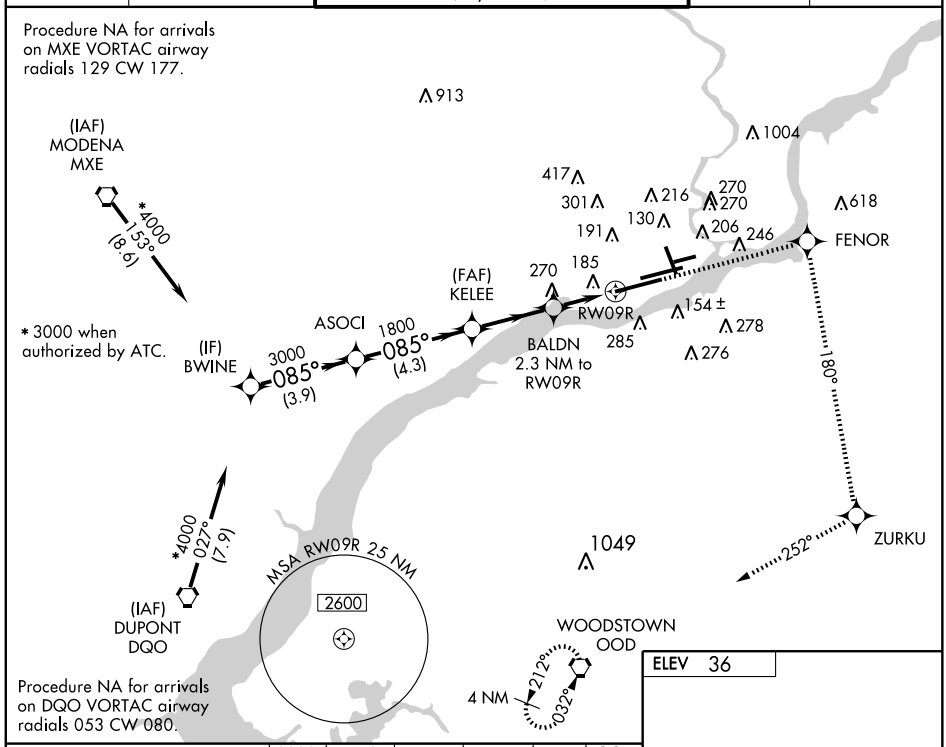
# RNAV (GPS) Y RWY 9R
## PHILADELPHIA INTL (PHL)

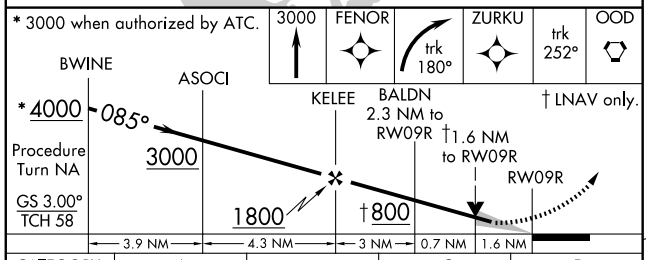
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

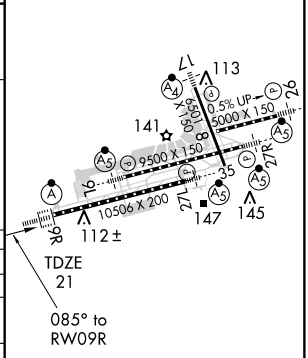
MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR **133.4** DEP **135.925** | **124.35 319.15** | **118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35) **135.1 327.05** (Rwy 9R/27L) | **121.9 348.6** | **118.85 348.6** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 271/24 250 (300-½) | | | |
| LNAV/VNAV DA | 473/50 452 (500-1) | | | |
| LNAV MDA | 580/24 559 (600-½) | | 580/50 559 (600-1) | 580/60 559 (600-1¼) |
| CIRCLING | 580-1 544 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |



| APP CRS | Rwy ldg | 9500 |
|---|---|---|
| 085° | TDZE | 13 |
| | Apt Elev | 36 |

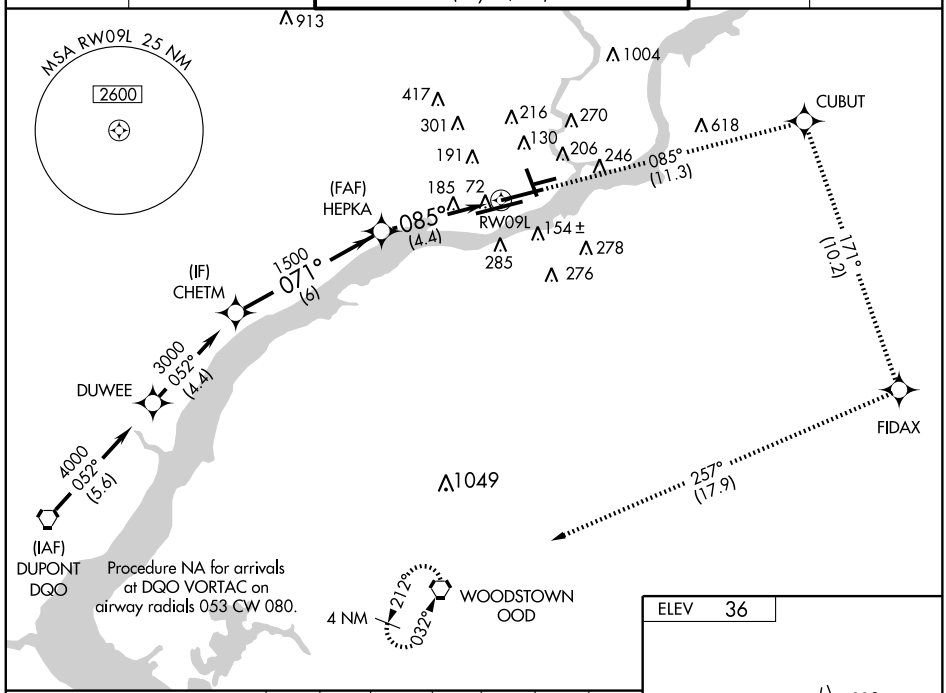
# RNAV (RNP) Z RWY 9L
## PHILADELPHIA INTL (PHL)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR

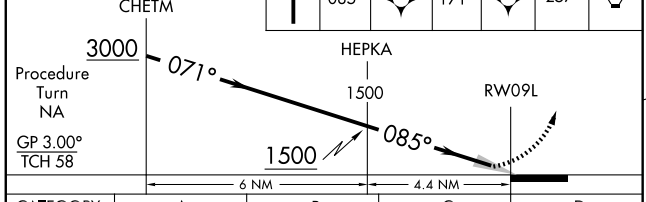
MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




VGSI and RNAV glidepath not coincident.

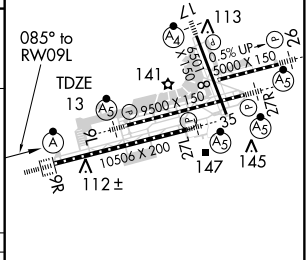
| 3000 | trk 085° | CUBUT | trk 171° | FIDAX | trk 257° | OOD |
|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 316/24 303 (300-½) | | | |
| RNP 0.30 DA | 394/40 381 (400-¾) | | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

ELEV 36




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| APP CRS | Rwy ldg | 10506 |
|---|---|---|
| 085° | TDZE | 21 |
| | Apt Elev | 36 |

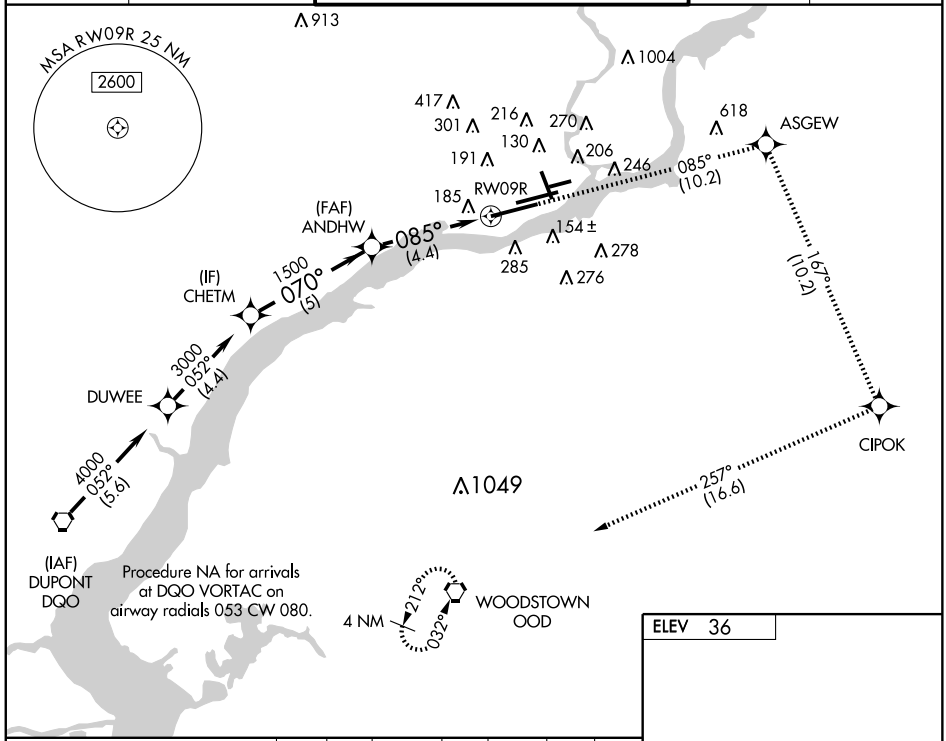
# RNAV (RNP) Z RWY 9R
## PHILADELPHIA INTL (PHL)

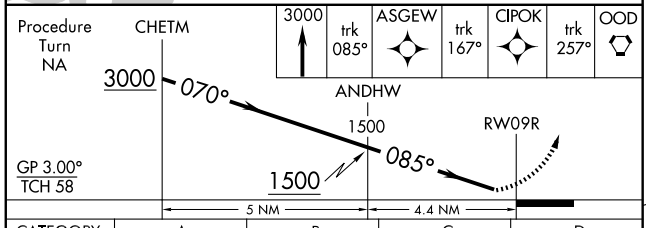
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
Visibility reduction by helicopters NA.
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

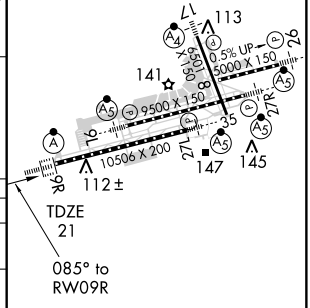



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 271/40 250 (300-¾) | | | |
| RNP 0.30 DA | 460/50 439 (500-1) | | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

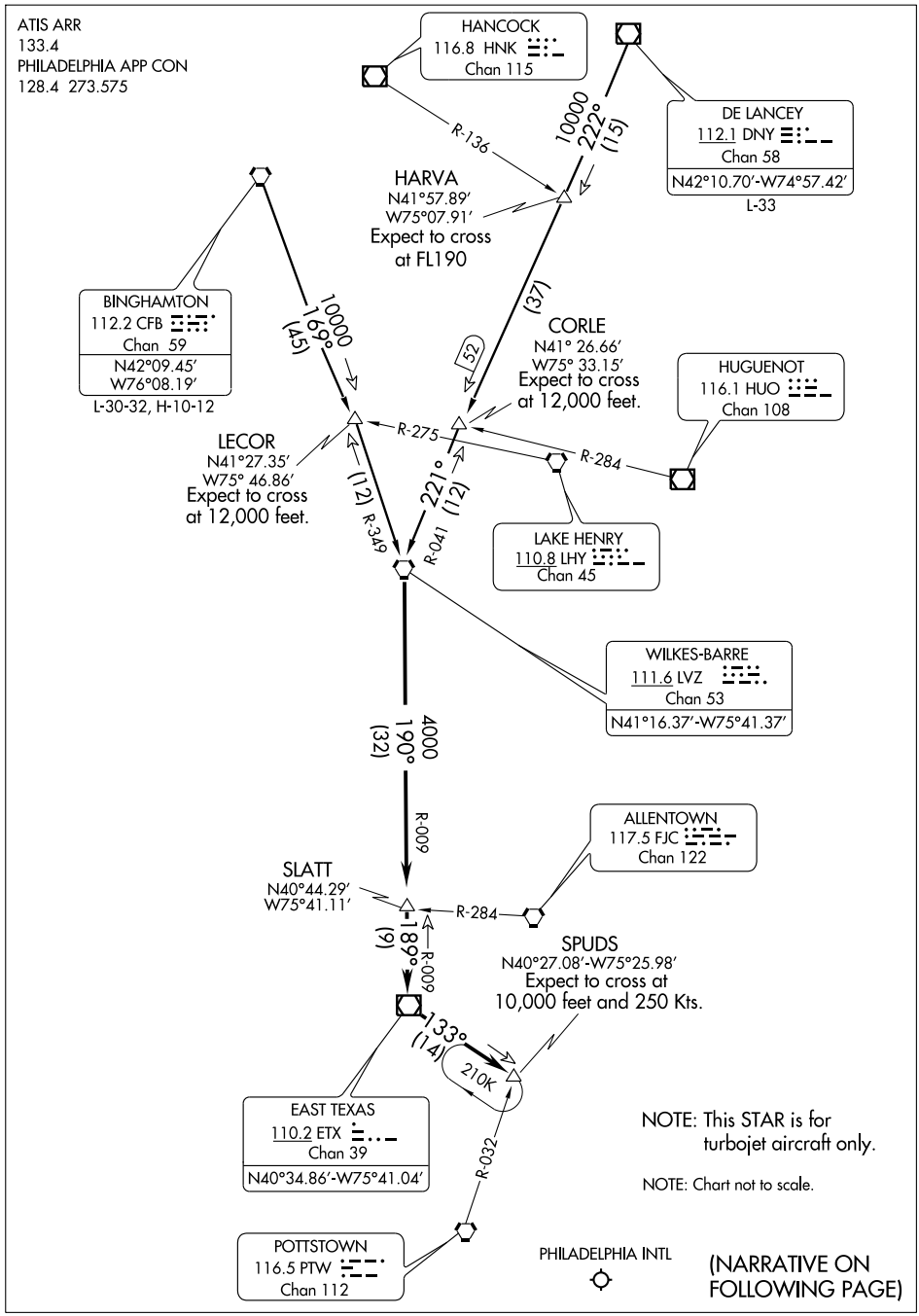
ELEV 36




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

# SLATT THREE ARRIVAL

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA



# SLATT THREE ARRIVAL



## ARRIVAL ROUTE DESCRIPTION

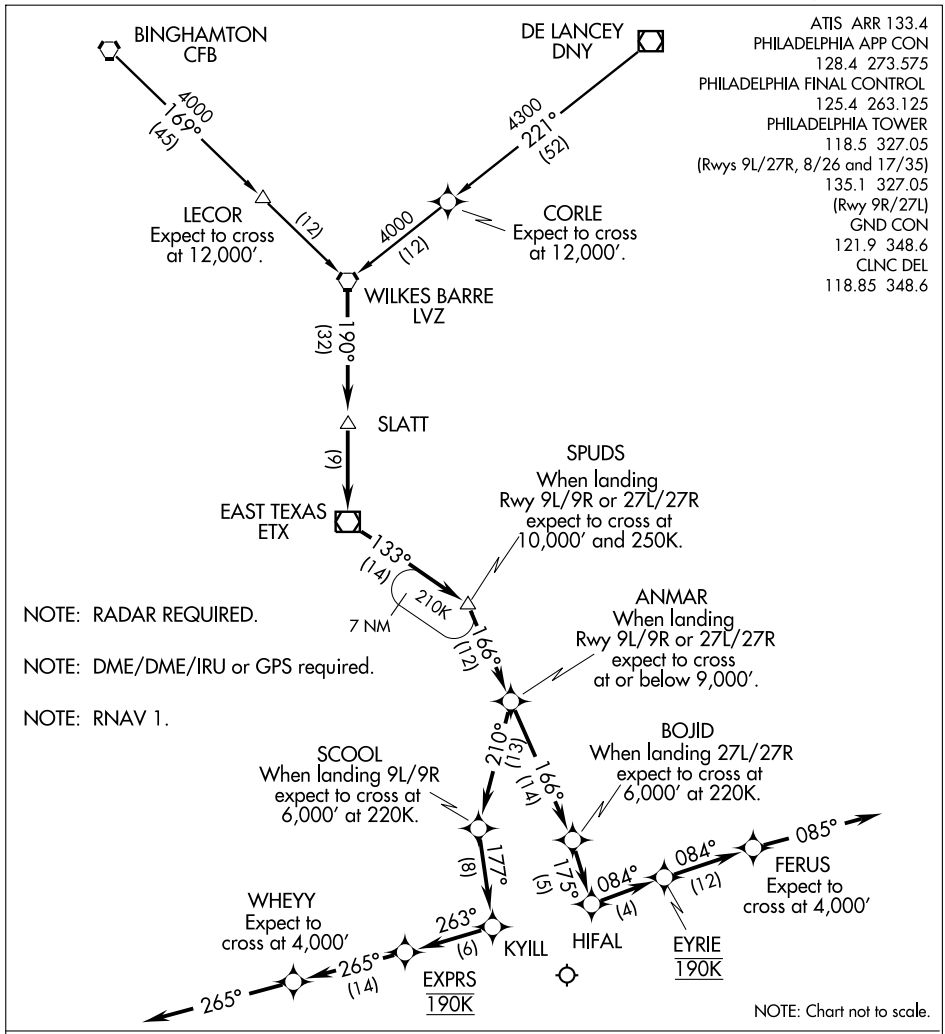
BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

# SPUDS ONE ARRIVAL (RNAV)






BINGHAMTON TRANSITION (CFB.SPUDS1)
DE LANCEY TRANSITION (DNY.SPUDS1)

. . . . From WILKES-BARRE, thence SLATT, thence EAST TEXAS VOR/DME, thence SPUDS, thence ANMAR,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085°. Expect radar vectors to final approach course.

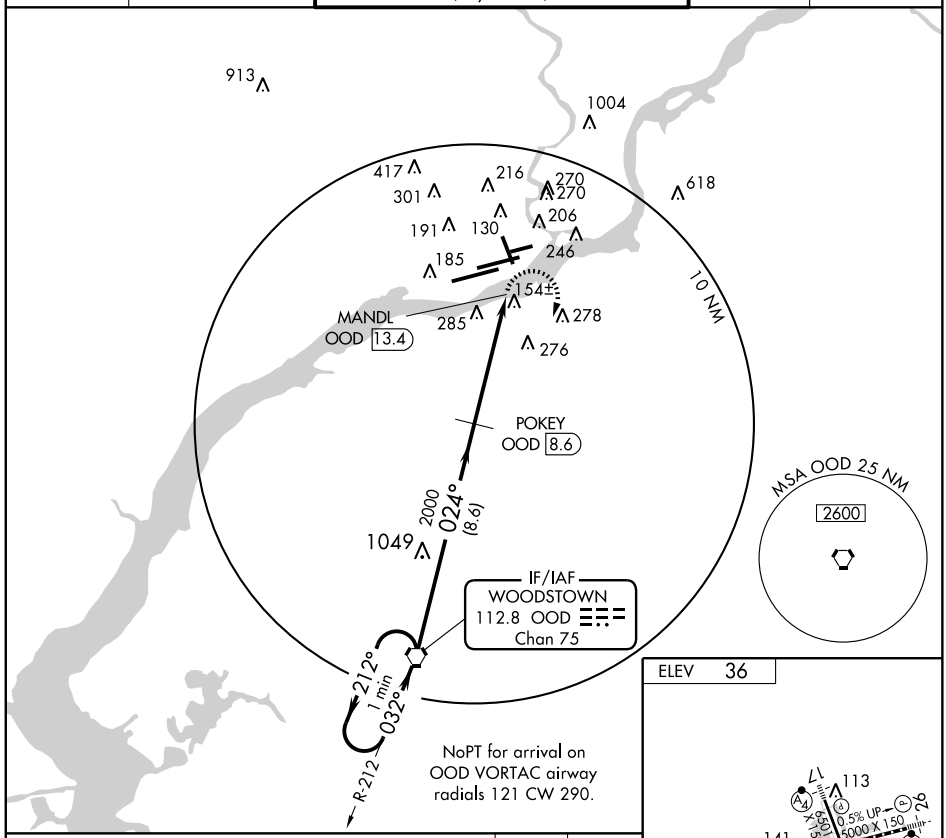
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS,thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

| VORTAC OOD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.8 | 024° | TDZE | N/A |
| Chan 75 | | Apt Elev | 36 |

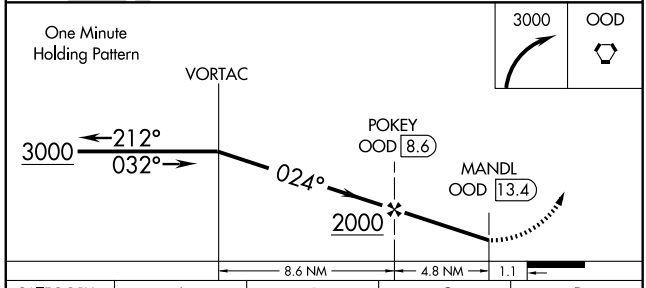
# VOR/DME-A
## PHILADELPHIA INTL (PHL)

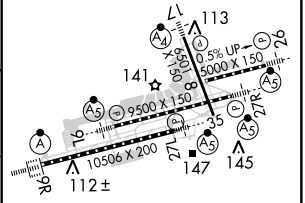
MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4<br>DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |




ELEV 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | NA |

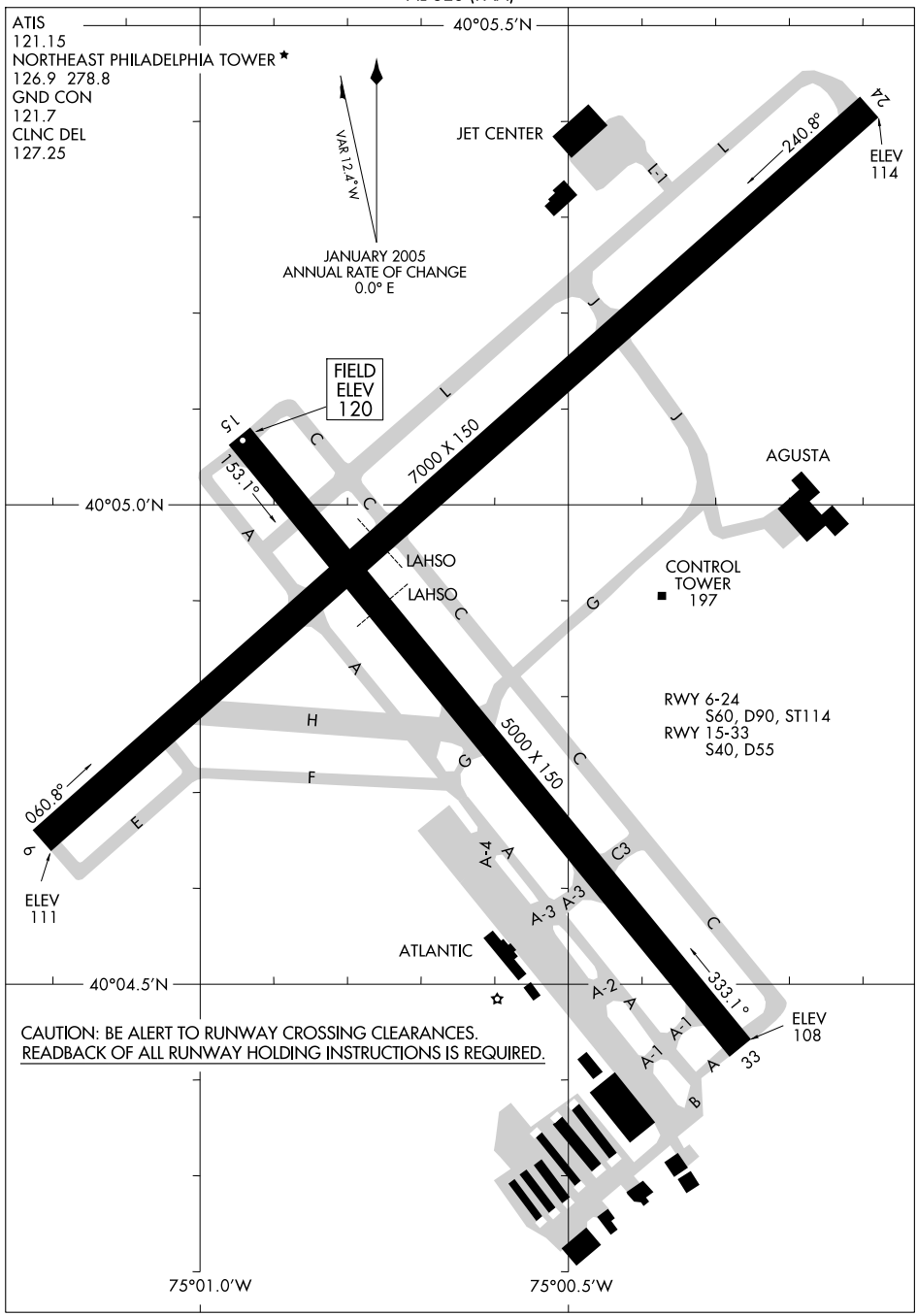
REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

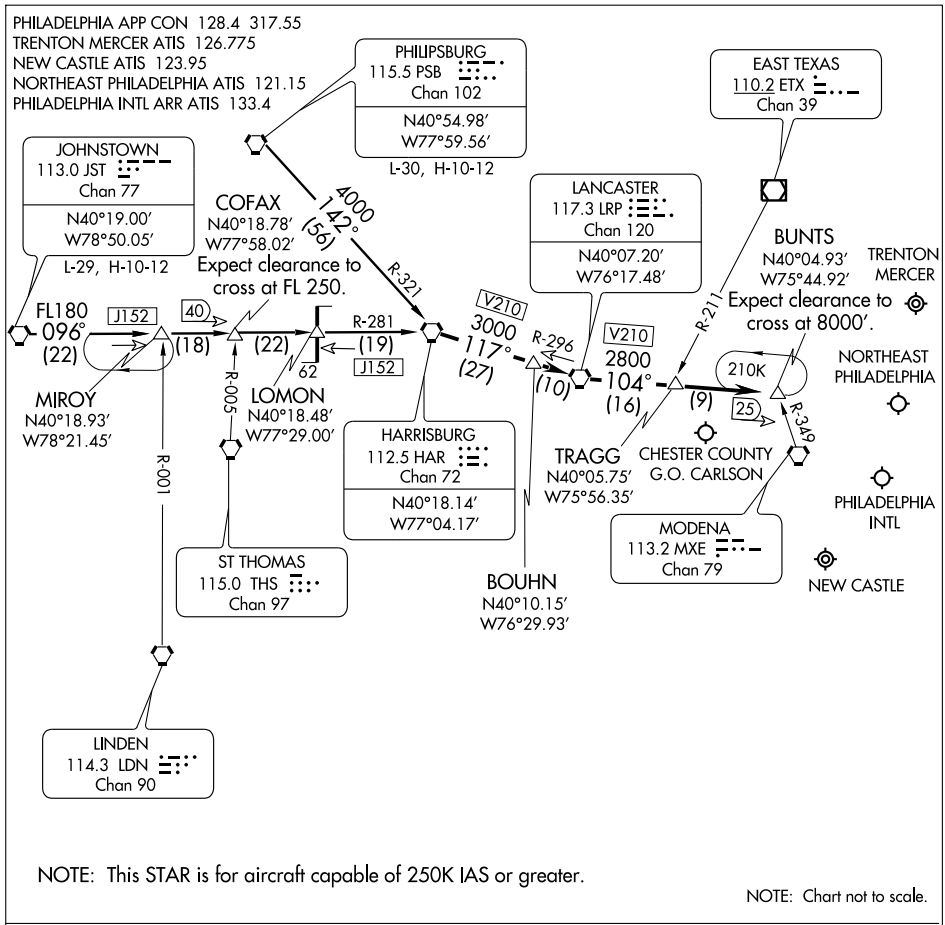
AL-528 (FAA)

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
PHILADELPHIA, PENNSYLVANIA



# BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA




NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

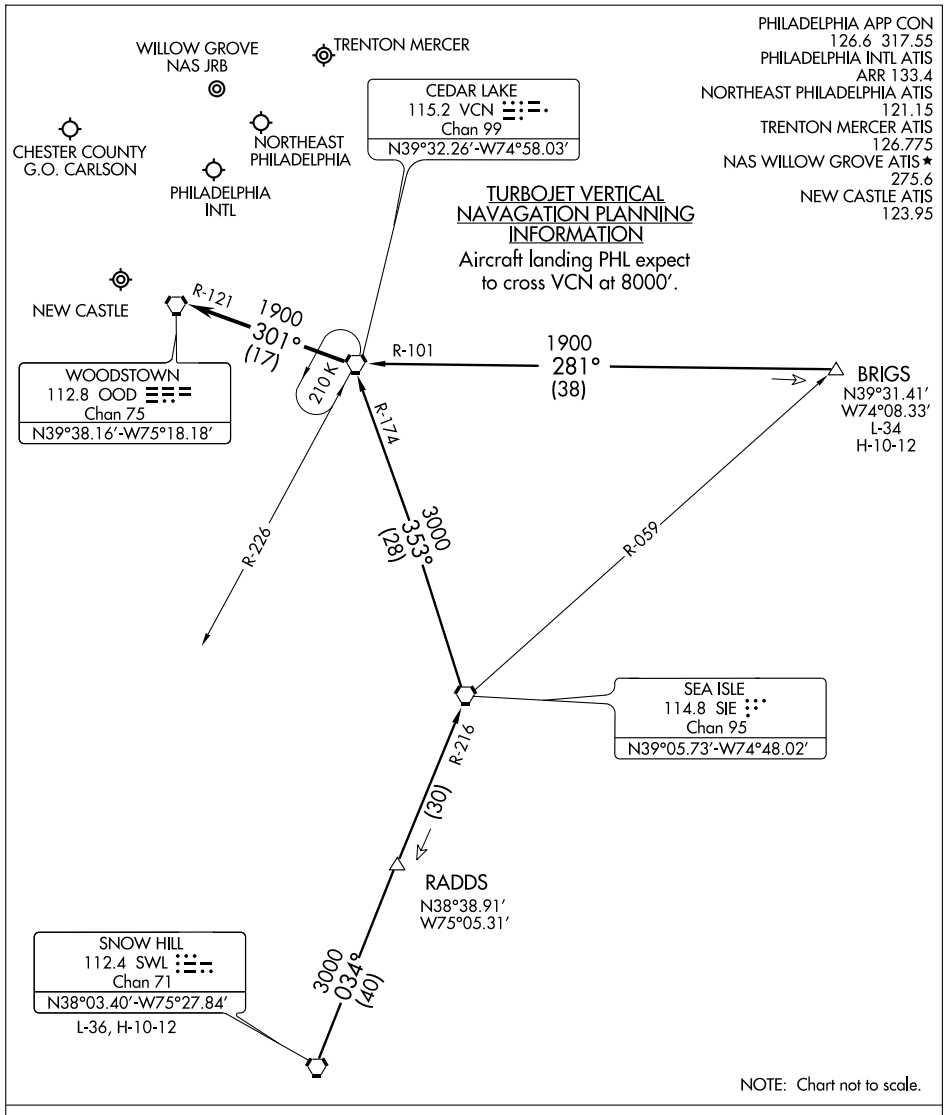
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA




BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

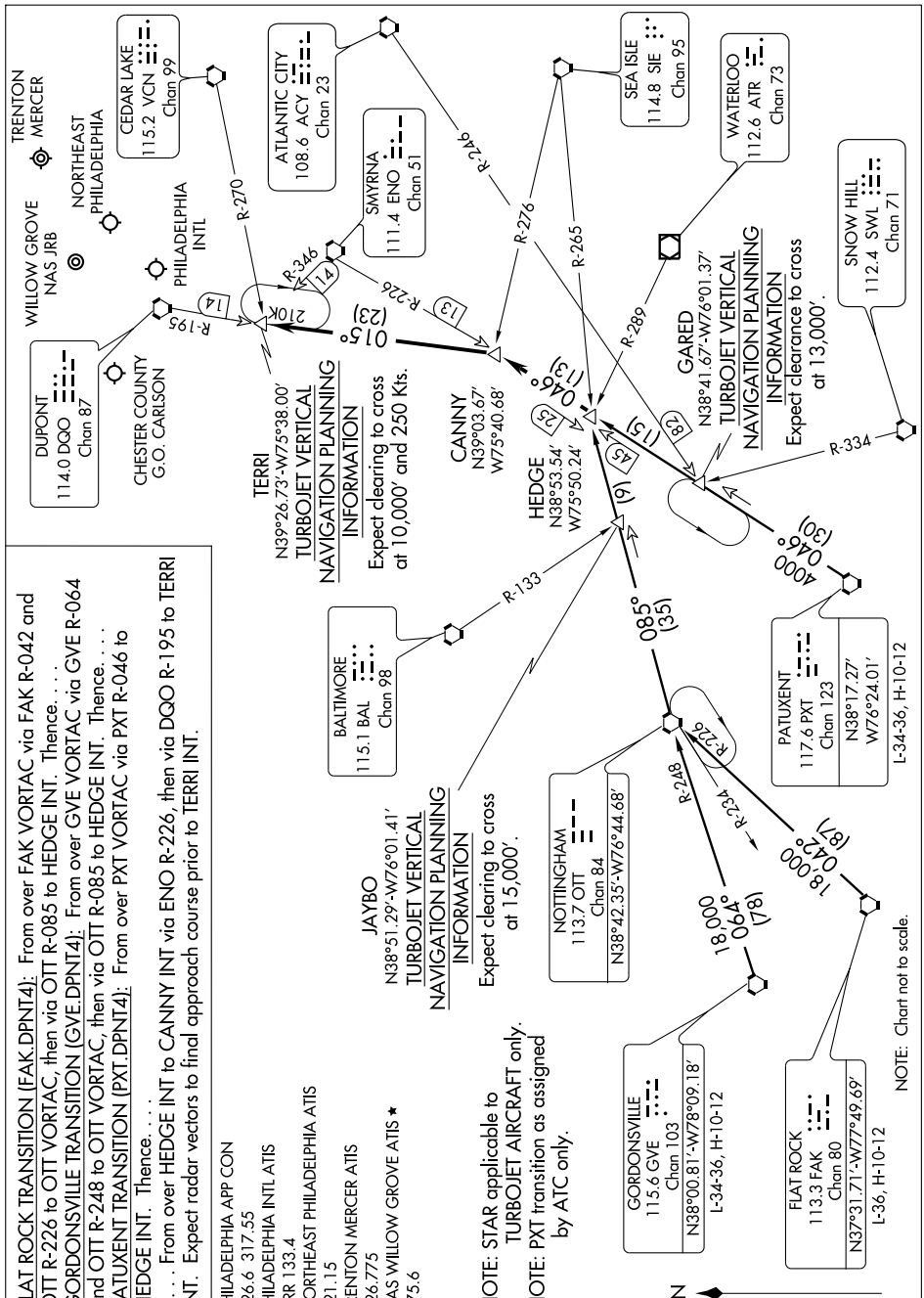
# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.



| LOC I-PNE | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 111.1 | 240° | TDZE | 116 |
| | | Apt Elev | 121 |

# ILS or LOC RWY 24

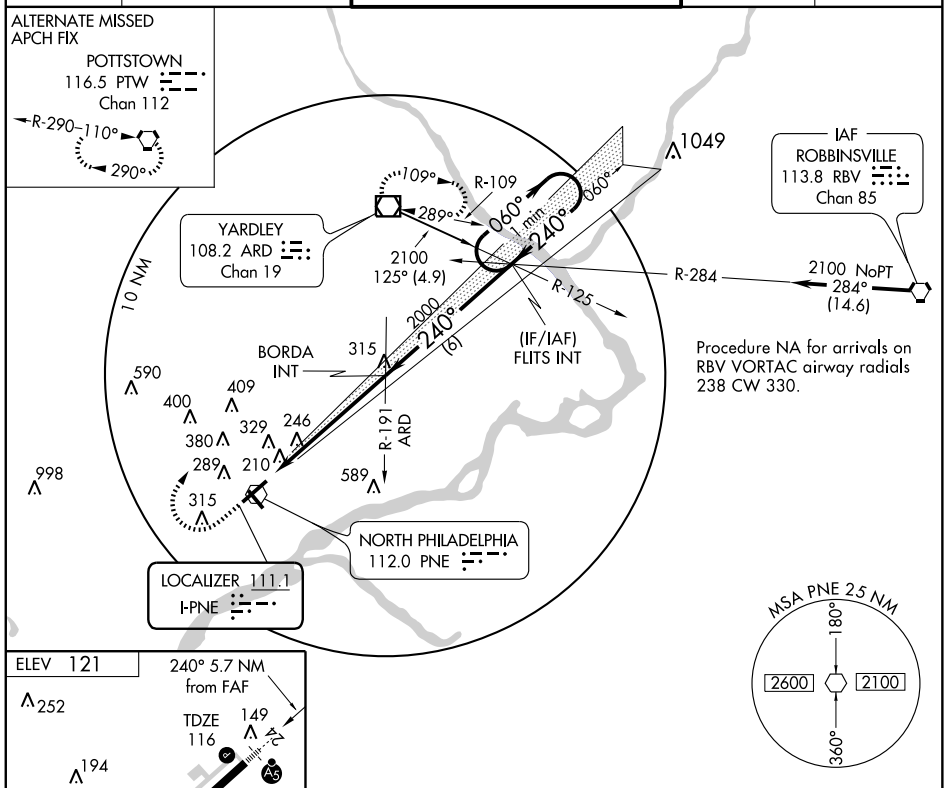
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

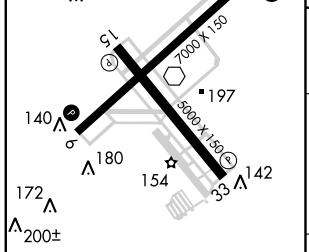
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

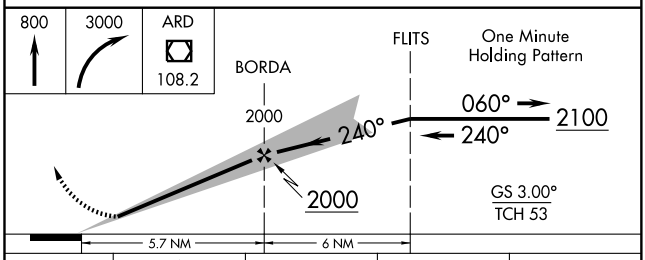
| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 316-½ 200 (200-½) | | | |
| S-LOC 24 | 560-½ 444 (500-½) | | 560-¾ 444 (500-¾) | 560-1 444 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2 ) |

| LOC I-PNE | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 111.1 | 060° | TDZE | 116 |
| | | Apt Elev | 121 |

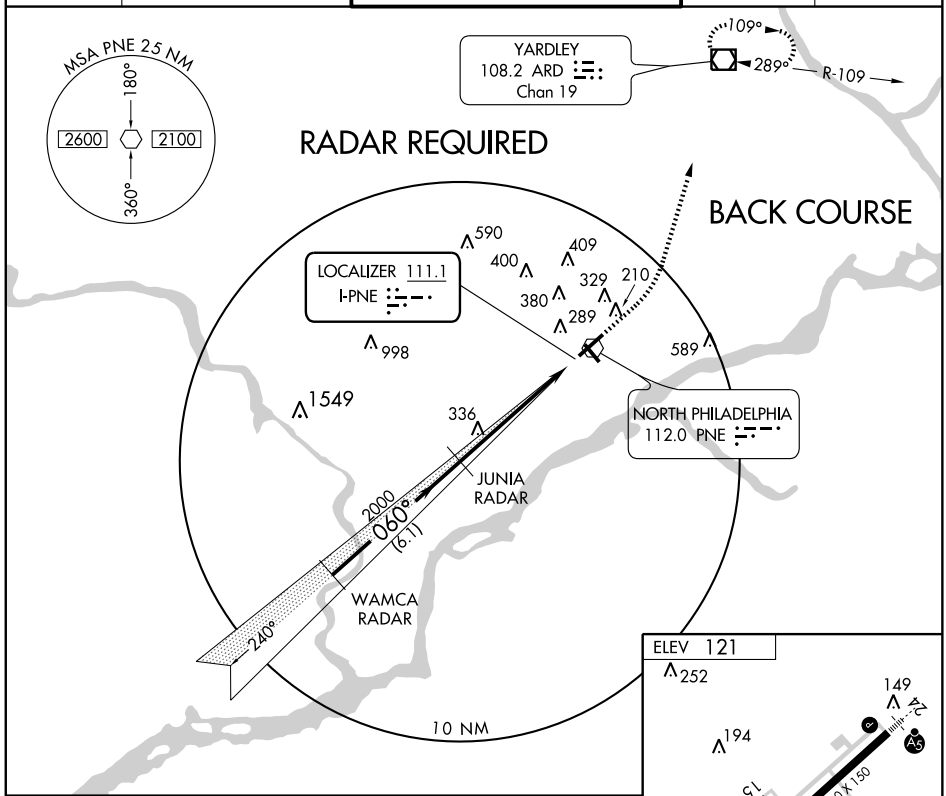
# LOC BC RWY 6

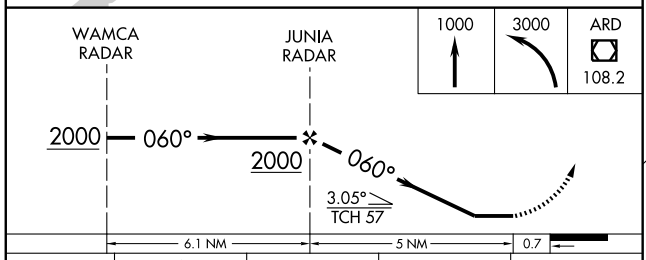
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

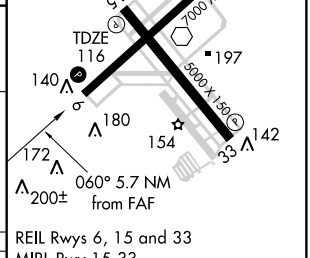
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-4, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 65622 W06A | APP CRS 060° | Rwy ldg 7000<br>TDZE 116<br>Apt Elev 121 |
|---|---|---|

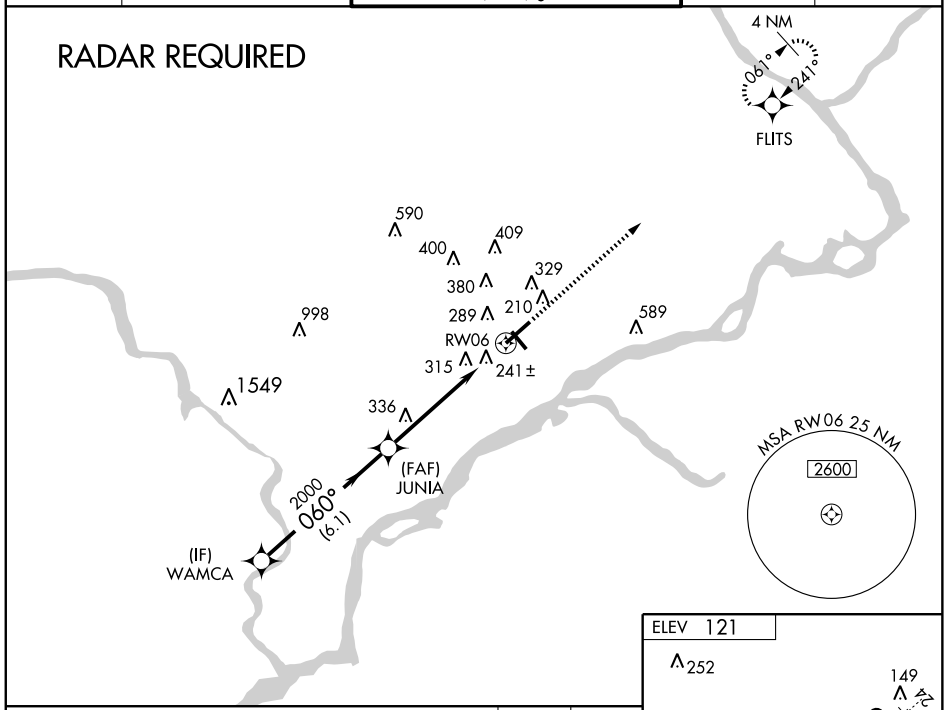
# RNAV (GPS) RWY 6

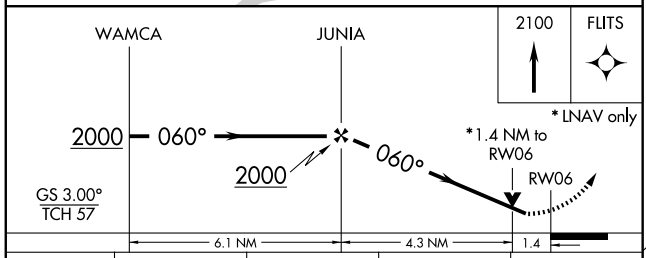
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

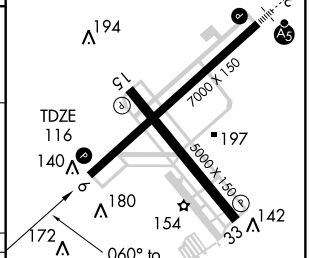
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2100 direct FLITS and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 490-1¼ 374 (400-1¼) | | | |
| LNAV/VNAV DA | 540-1½ 424 (500-1½) | | | |
| LNAV MDA | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 153° | TDZE | 121 |
| | Apt Elev | 121 |

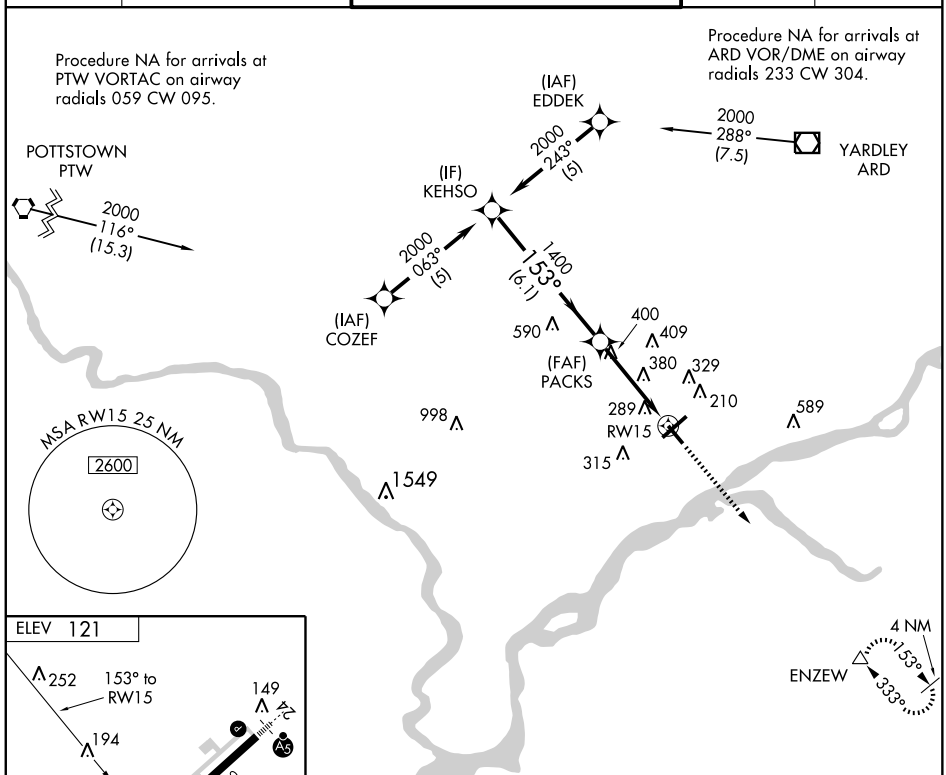
# RNAV (GPS) RWY 15

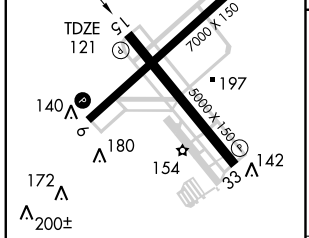
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

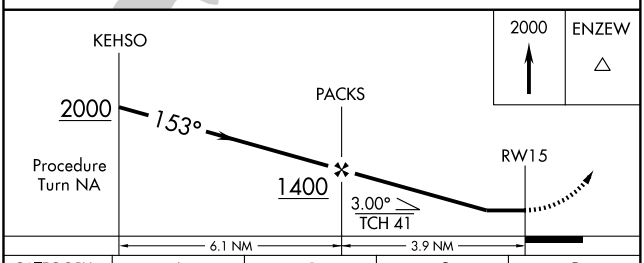
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 539 (600-1) | | 660-1½ 539 (600-1½) | 660-1¾ 539 (600-1¾) |
| CIRCLING | 660-1 539 (600-1) | | 660-1½ 539 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 45504 W24A | APP CRS 240° | Rwy ldg 7000<br>TDZE 116<br>Apt Elev 121 |
|---|---|---|

# RNAV (GPS) RWY 24

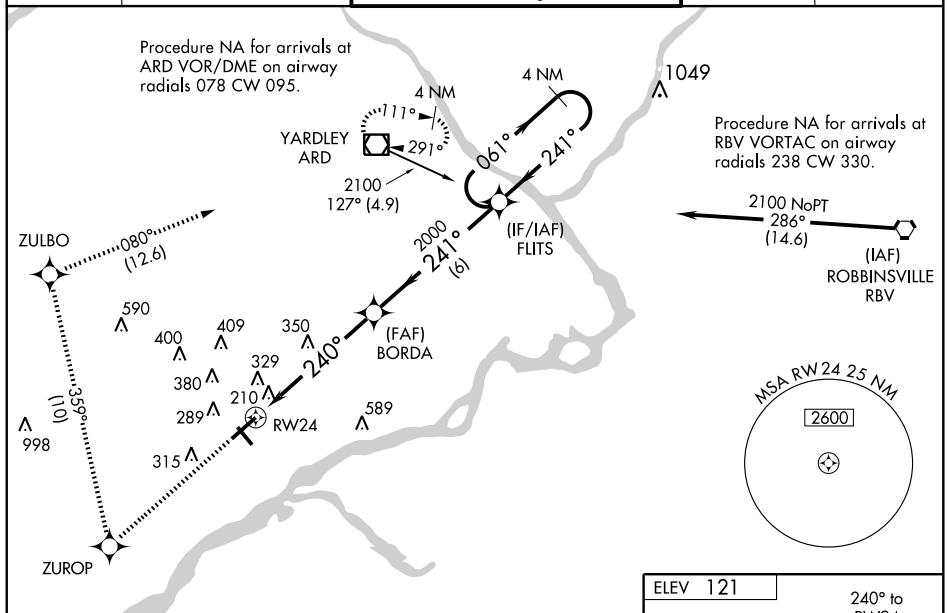
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

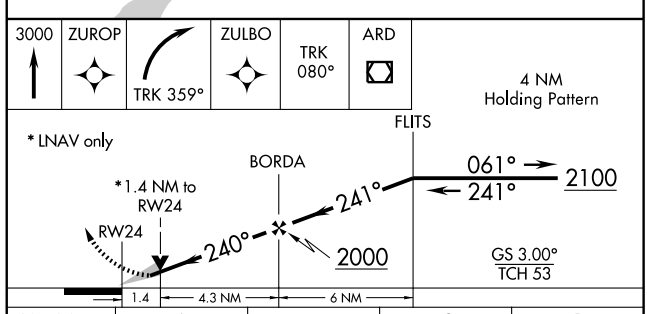
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR, increase LPV visibility all Cats to 1.

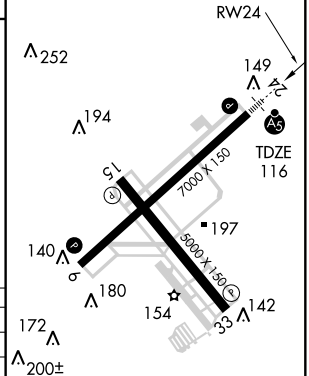
MALSR

MISSED APPROACH: Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 430-½ 314 (400-½) | | | |
| LNAV/VNAV DA | 620-1¼ 504 (500-1¼) | | | |
| LNAV MDA | 600-½ 484 (500-½) | | 600-¾ 484 (500-¾) | 600-1 484 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 333° | TDZE | 109 |
| | Apt Elev | 121 |

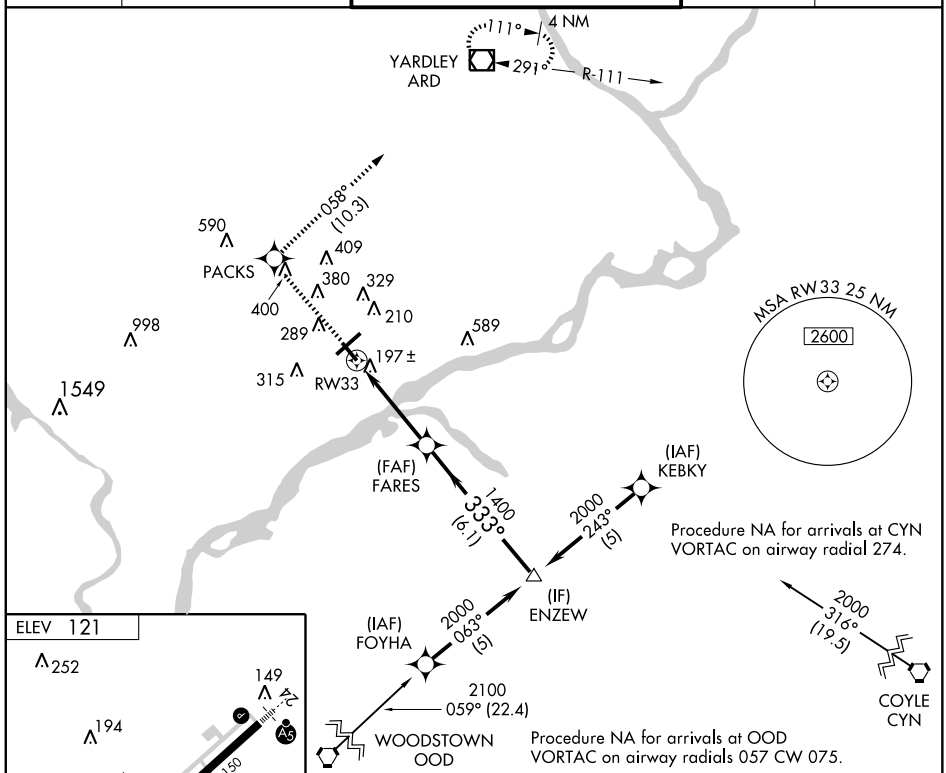
# RNAV (GPS) RWY 33

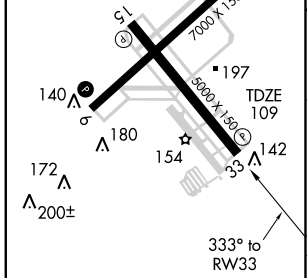
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

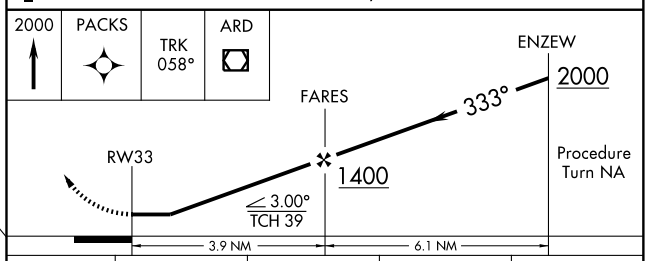
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 371 (400-1) | | | 480-1¼ 371 (400-1¼) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

| VOR PNE | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 112.0 | 065° | TDZE | 111 |
| | | Apt Elev | 121 |

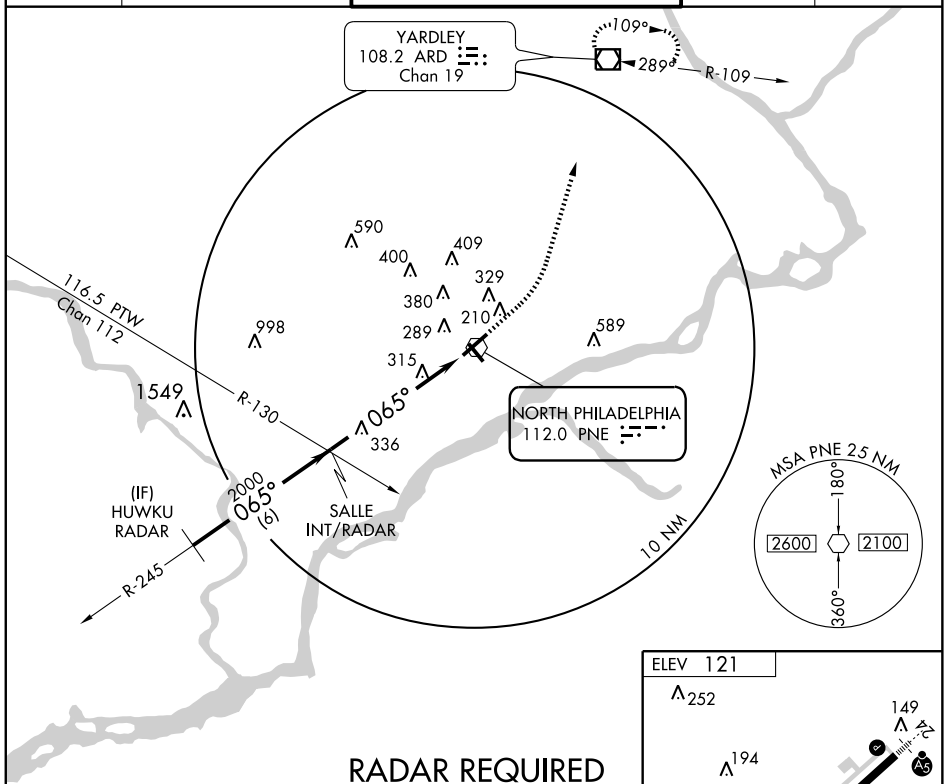
# VOR RWY 6

## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

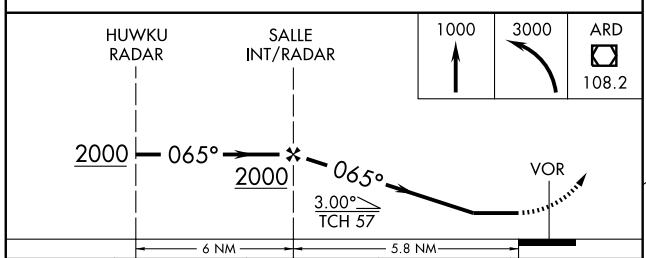
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

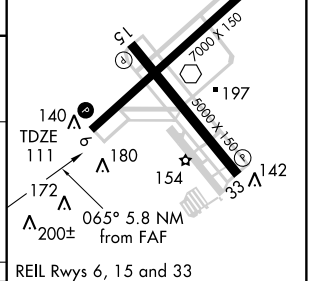
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




RADAR REQUIRED




REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR PNE | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 112.0 | 235° | TDZE | 116 |
| | | Apt Elev | 121 |

# VOR RWY 24

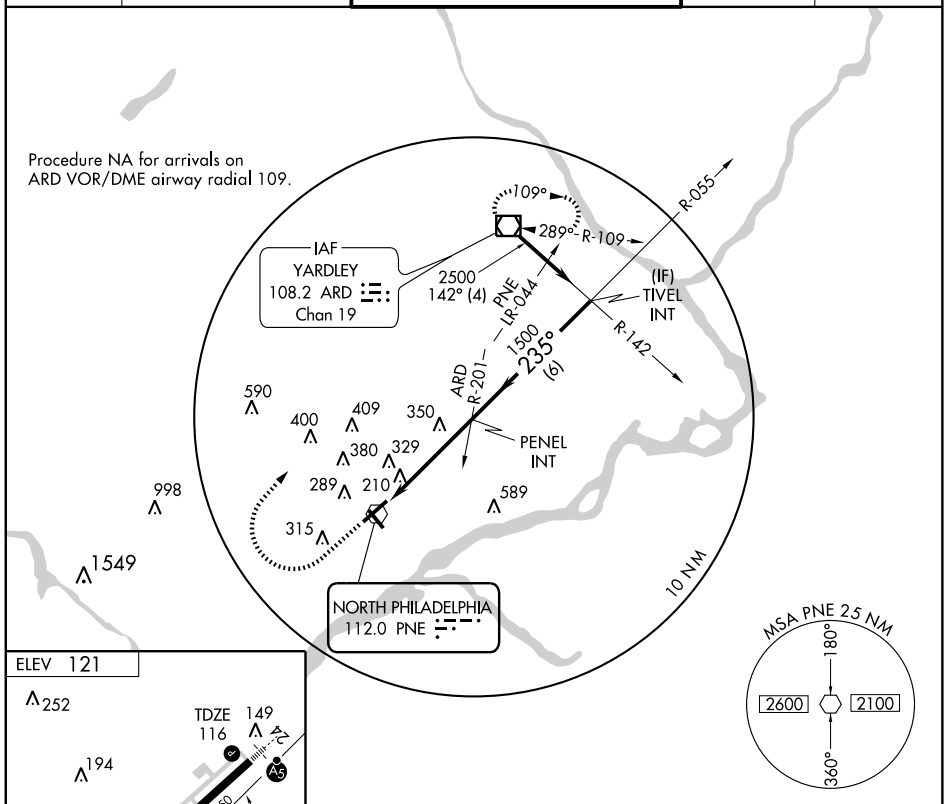
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

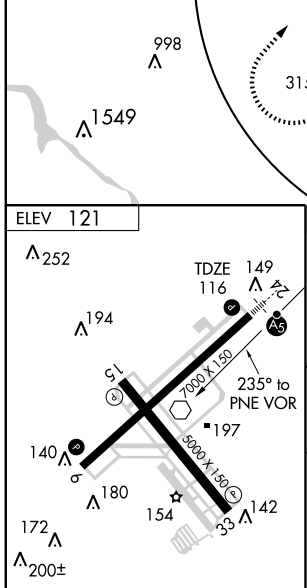
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

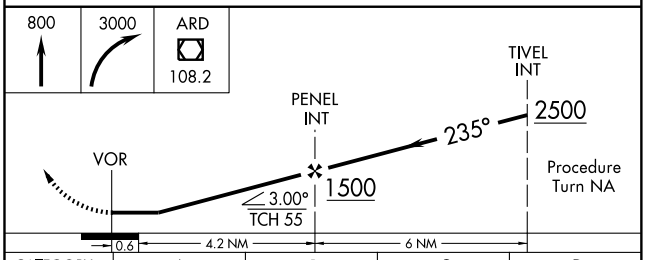
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-½ 484 (500-½) | | 600-¾ 484 (500-¾) | 600-1 484 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-PSB | APP CRS | Rwy ldg | 5711 |
|---|---|---|---|
| 108.5 | 165° | TDZE | 1948 |
| | | Apt Elev | 1948 |

# ILS or LOC RWY 16

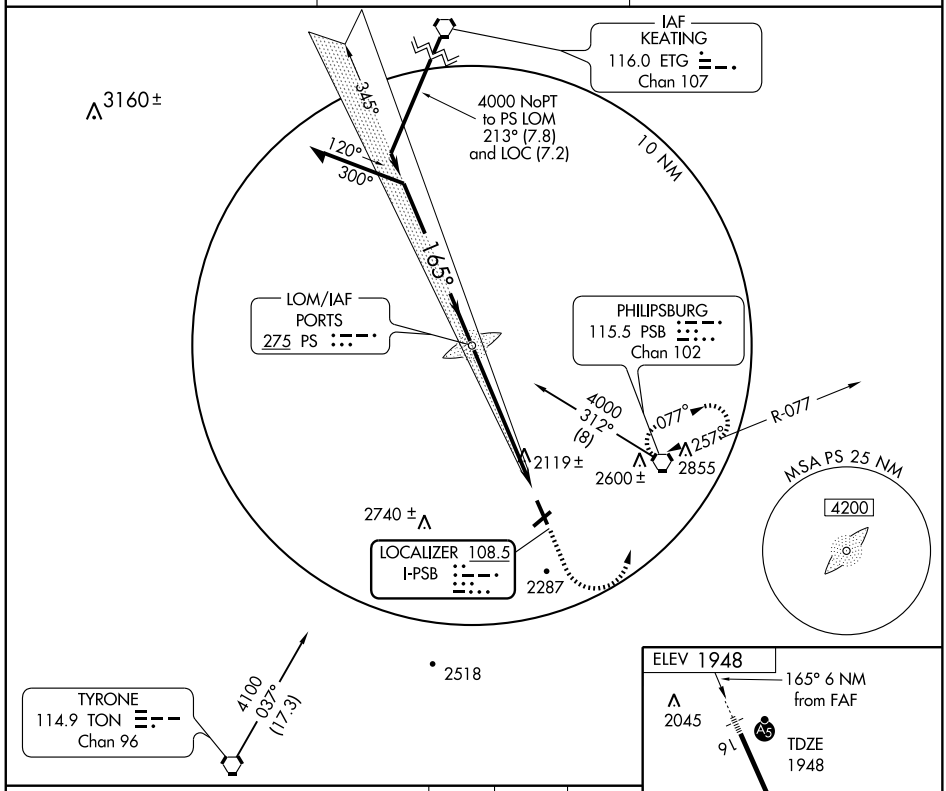
## PHILIPSBURG /MID-STATE (PSB)

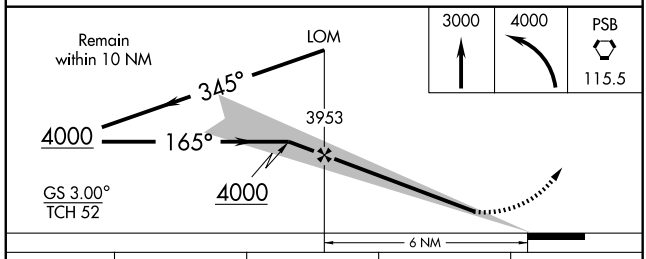
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-ILS 16 Cats A, B, and C.
Inoperative table does not apply to S-LOC 16 Cats A and B.

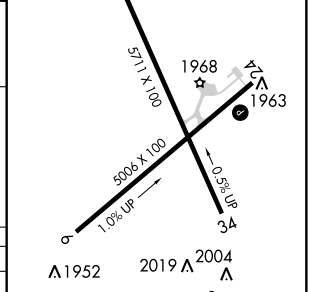
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

| AWOS-3 | NEW YORK CENTER | CTAF |
|---|---|---|
| 127.525 | 134.8 338.3 | 122.9 L |




MIRL Rwys 6-24 and 16-34 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 2325-1 377 (400-1) | | | |
| S-LOC 16 | 2500-1 552 (600-1) | | | 2500-1¼ 552 (600-1¼) |
| CIRCLING | 2620-1 672 (700-1) | 2660-1 712 (800-1) | 2740-2¼ 792 (800-2¼) | 2760-2¾ 812 (900-2¾) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOM PS | APP CRS | Rwy ldg | 5711 |
|---|---|---|---|
| 275 | 166° | TDZE | 1948 |
| | | Apt Elev | 1948 |

# NDB RWY 16

## PHILIPSBURG/MID-STATE (PSB)

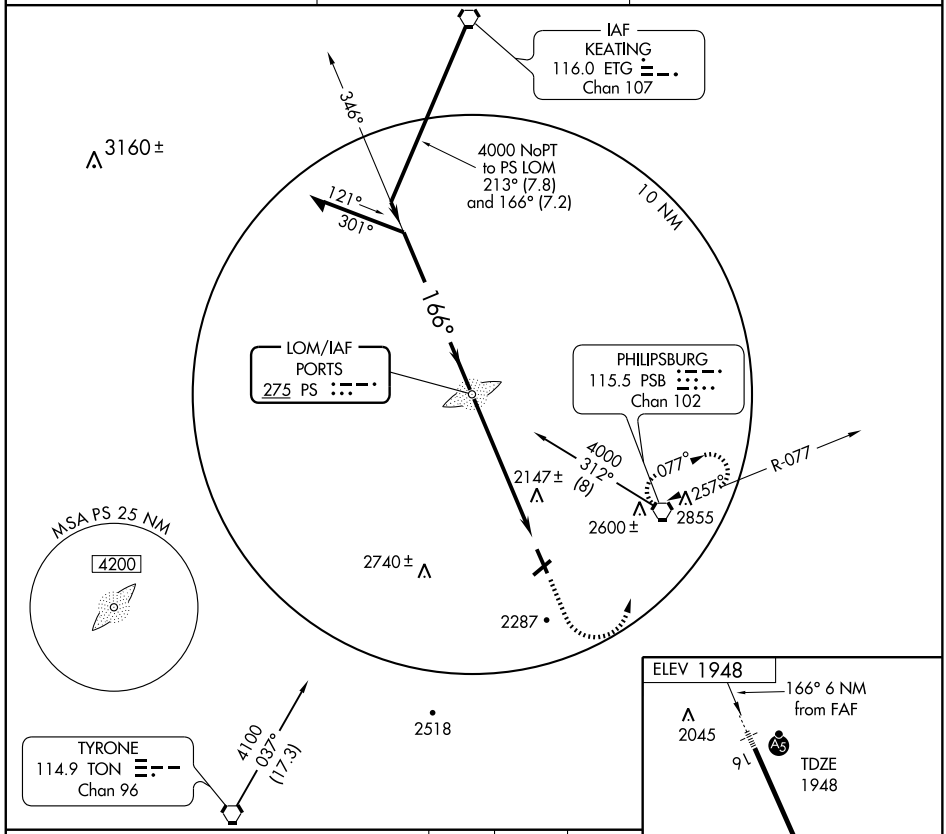
Use University Park altimeter setting; when not received, procedure not authorized.
Inoperative table does not apply to S-16 Cats A and B.

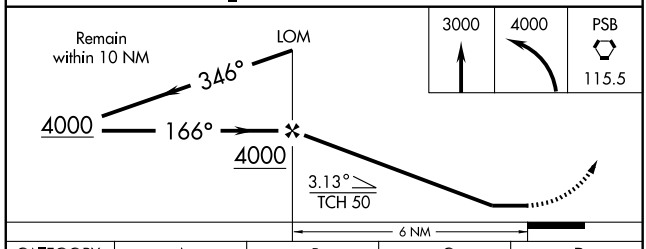
NA

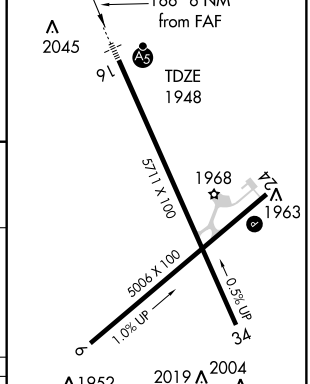
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

| AWOS-3 | NEW YORK CENTER | CTAF |
|---|---|---|
| 127.525 | 134.8 338.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 2600-1 652 (700-1) | | 2600-1¼ 652 (700-1¼) | 2600-1¾ 652 (700-1¾) |
| CIRCLING | 2620-1 672 (700-1) | 2660-1 712 (800-1) | 2740-2¼ 792 (800-2¼) | 2760-2¾ 812 (900-2¾) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC PSB 115.5 Chan 102 | APP CRS 257° | Rwy ldg 5006 TDZE 1917 Apt Elev 1948 |
|---|---|---|

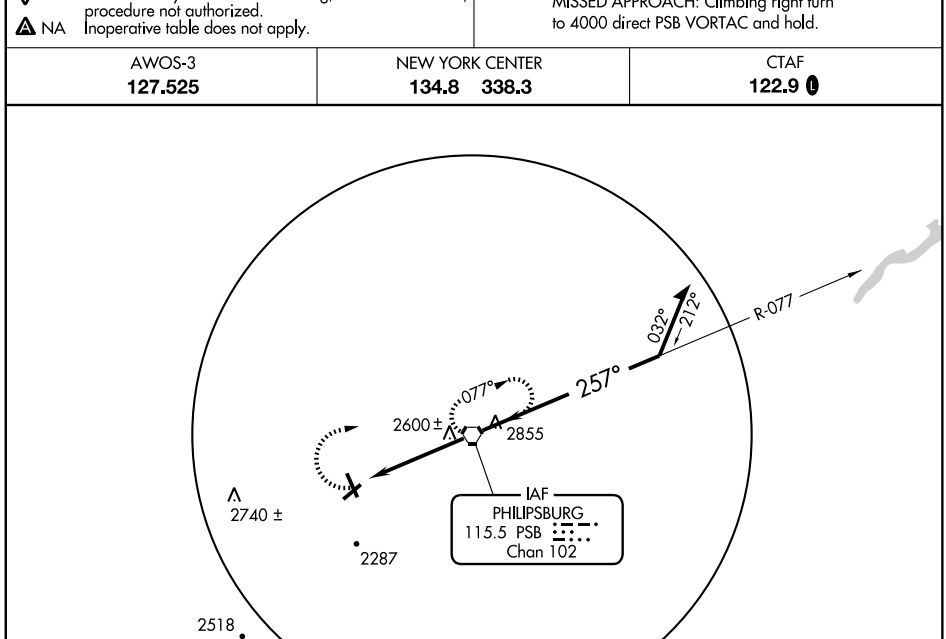
# VOR RWY 24

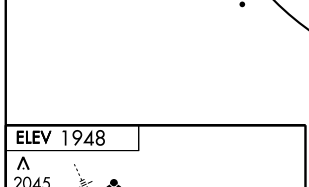
## PHILIPSBURG/MID-STATE (PSB)

Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

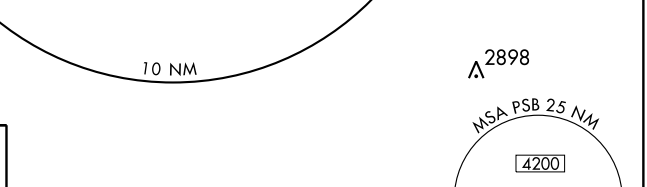
| AWOS-3 | NEW YORK CENTER | CTAF |
|---|---|---|
| 127.525 | 134.8 338.3 | 122.9 L |




MIRL Rwys 6-24 and 16-34 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



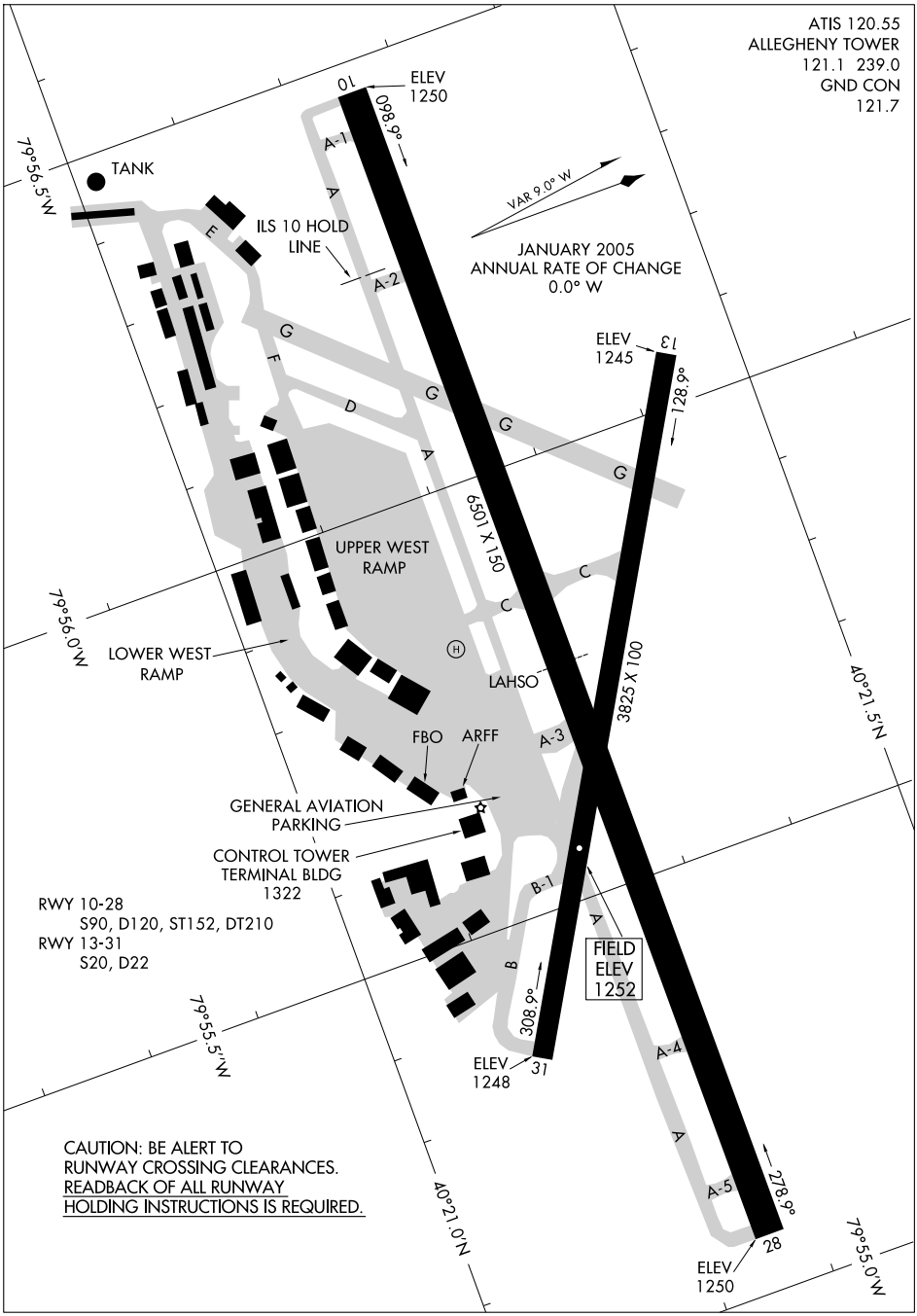

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 2840-1¼ 923 (900-1¼) | | 2840-2¾ 923 (900-2¾) | 2840-3 923 (900-3) |
| CIRCLING | 2840-1¼ 892 (900-1¼) | | 2840-2¾ 892 (900-2¾) | 2840-3 892 (900-3) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-326 (FAA)

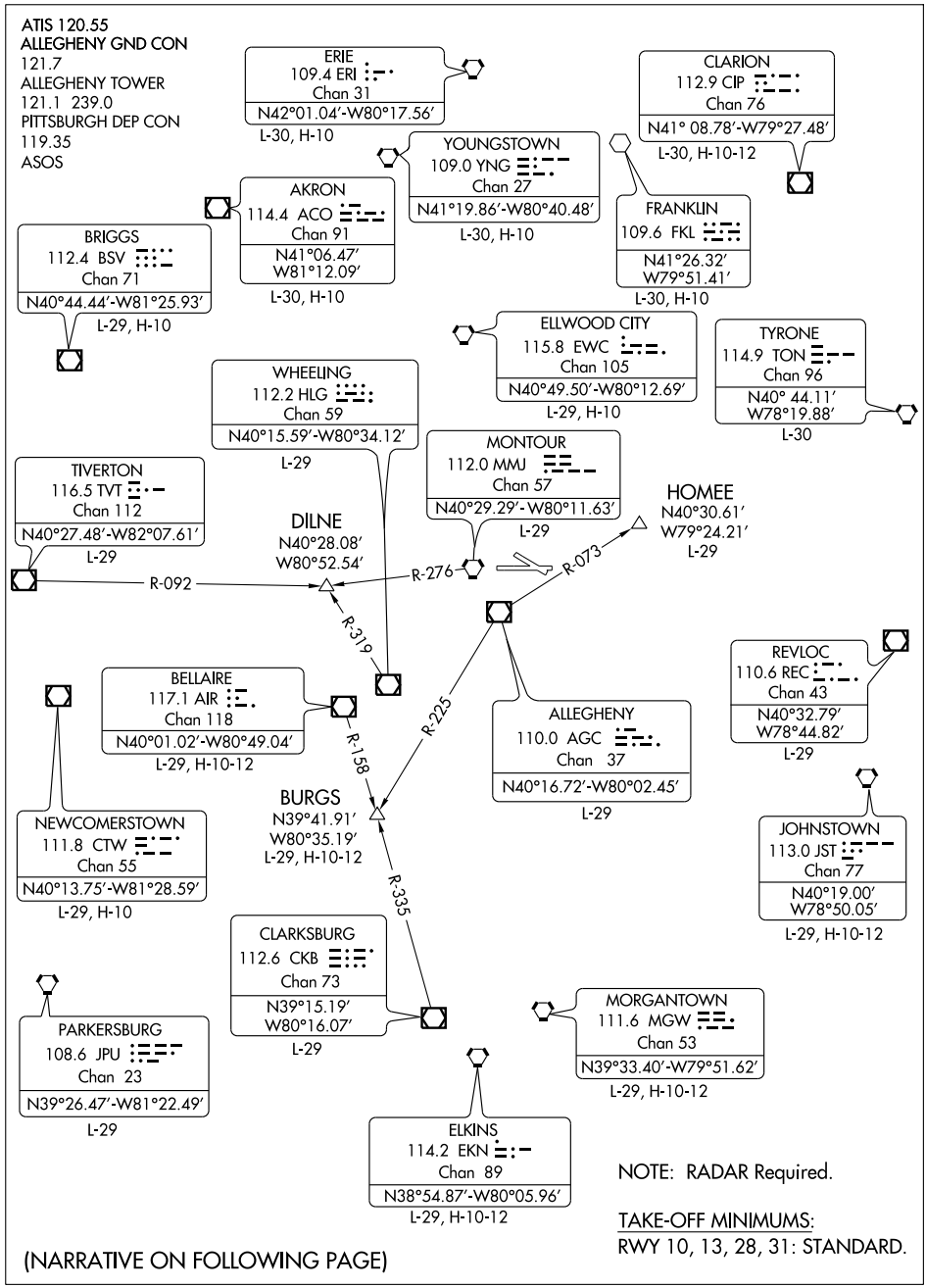
PITTSBURGH / ALLEGHENY COUNTY (AGC)
PITTSBURGH, PENNSYLVANIA




NE-4, 14 JAN 2010 to 11 FEB 2010

# ALLEGHENY FIVE DEPARTURE

PITTSBURGH/ALLEGHENY COUNTY(AGC)
PITTSBURGH, PENNSYLVANIA




NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
RWY 10, 13, 28, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 14 JAN 2010 to 11 FEB 2010

# ALLEGHENY FIVE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .
TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91′ from DER, 492′ right of centerline, 15′ AGL/1254′ MSL.
Tree 3783′ from DER, 713′ left of centerline, 69′ AGL/1352′ MSL.
Rwy 13, Vehicle 73′ from DER, 412′ right of centerline, 15′ AGL/1254′ MSL.
Trees beginning 385′ from DER, 120′ right of centerline, up to 40′ AGL/1268′ MSL.
Rwy 31, Pole 265′ from DER, 298′ right of centerline, 49′ AGL/1263′ MSL.

| LOC I-AGC | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 109.1 | 281° | TDZE | 1251 |
| | | Apt Elev | 1252 |

# ILS or LOC RWY 28

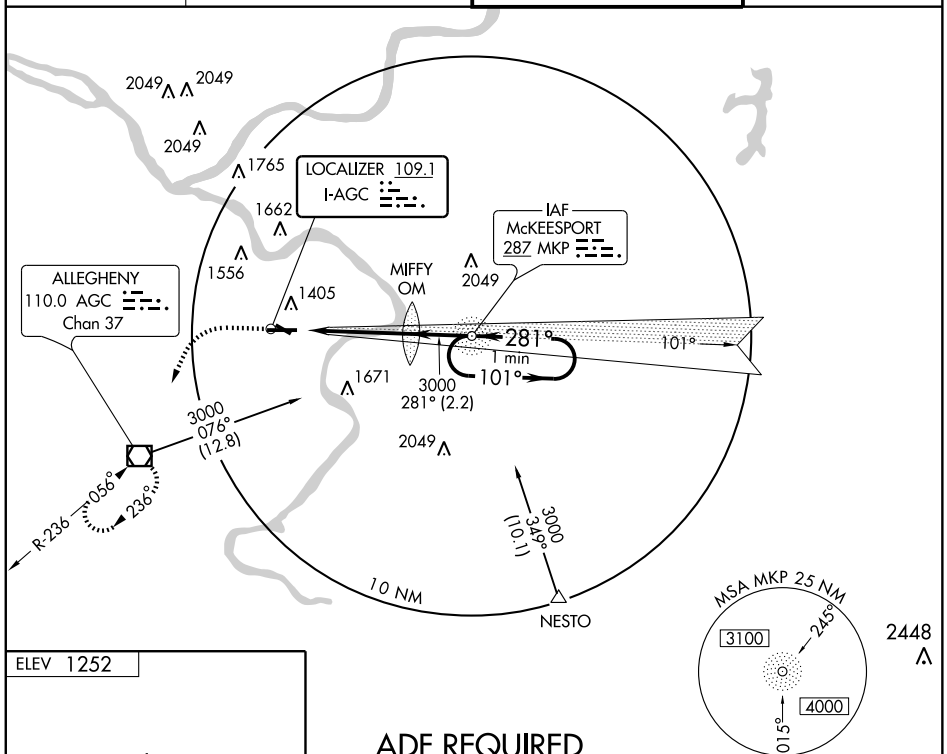
## PITTSBURGH / ALLEGHENY COUNTY (AGC)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

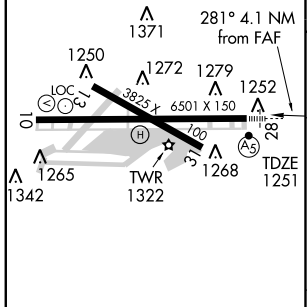
MALSR

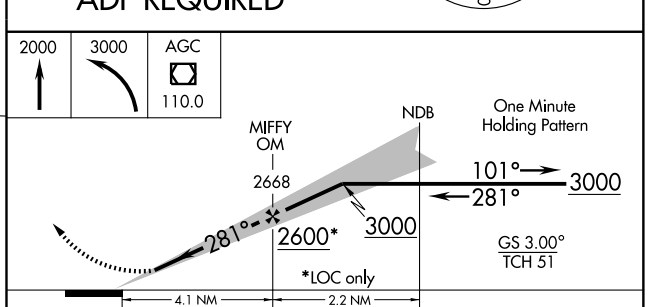
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




ADF REQUIRED




REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | **1451/24 200 (200-½) | | | |
| S-LOC 28 | 1660/24 409 (500-½) | | 1660/40 409 (500-¾) | |
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

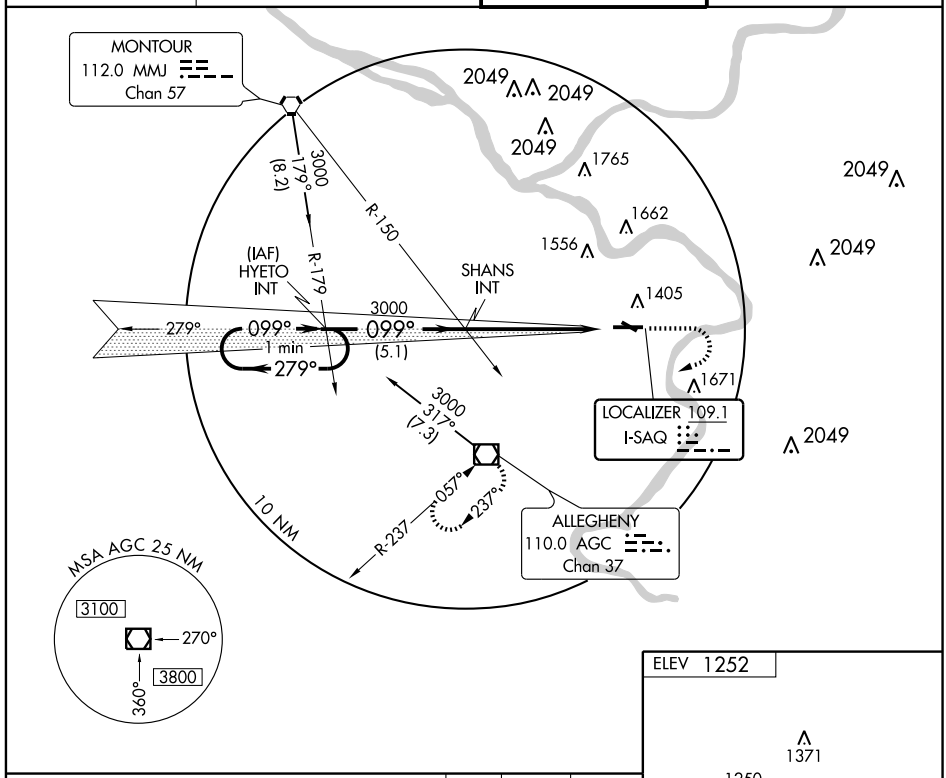
| LOC I-SAQ | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 109.1 | 099° | TDZE | 1251 |
| | | Apt Elev | 1252 |

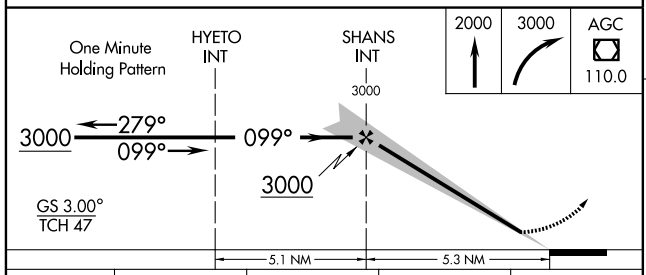
# ILS RWY 10

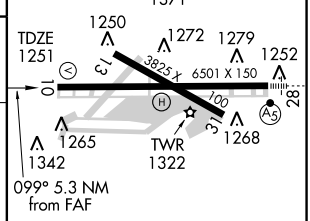
## PITTSBURGH / ALLEGHENY COUNTY (AGC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 1451-¾ 200 (200-¾) | | | |
| S-LOC 10 | 1740-1 489 (500-1) | | 1740-1¼ 489 (500-1¼) | 1740-1½ 489 (500-1½) |
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) |

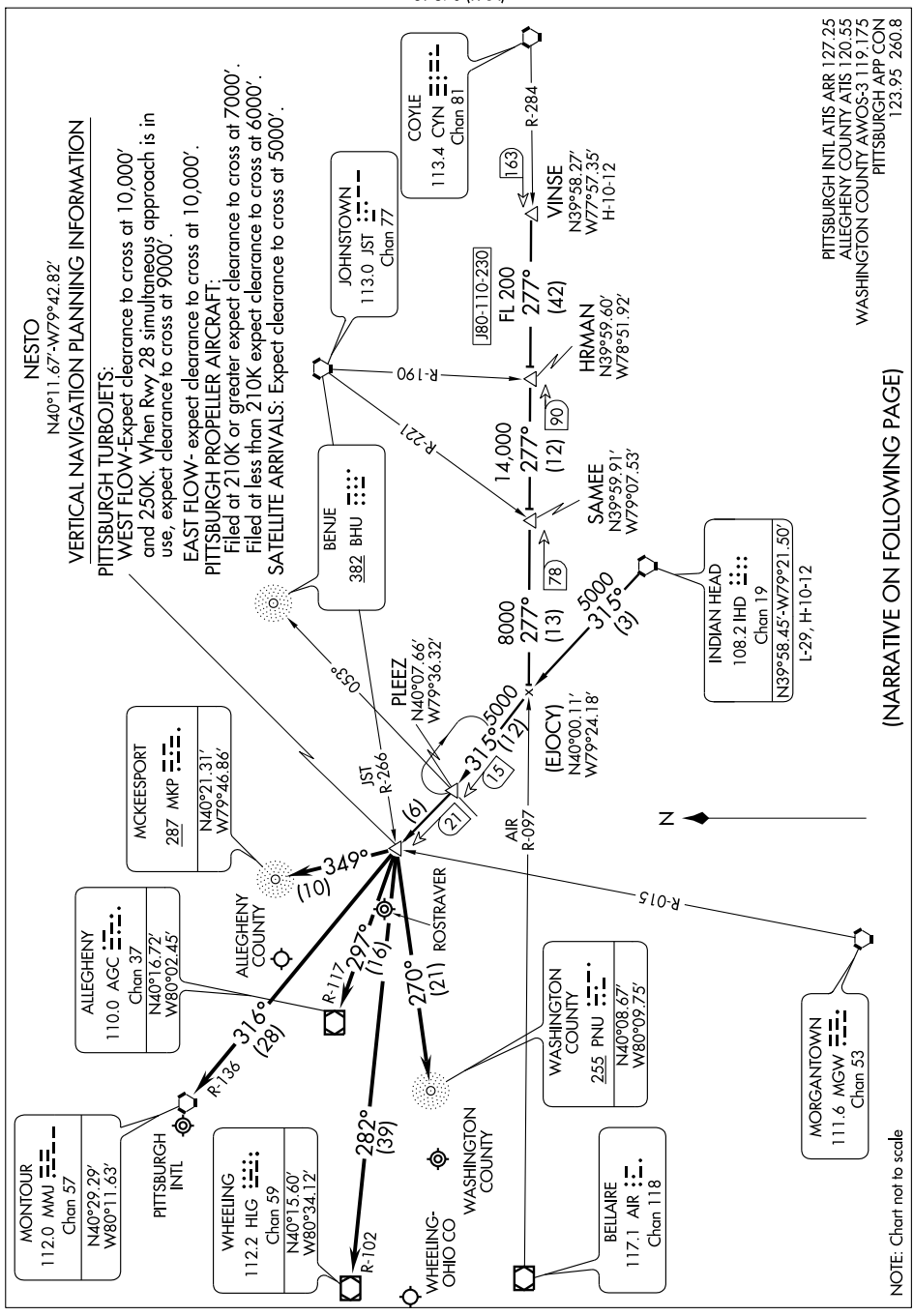
| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-4. 14 JAN 2010 to 11 FEB 2010

# NESTO TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

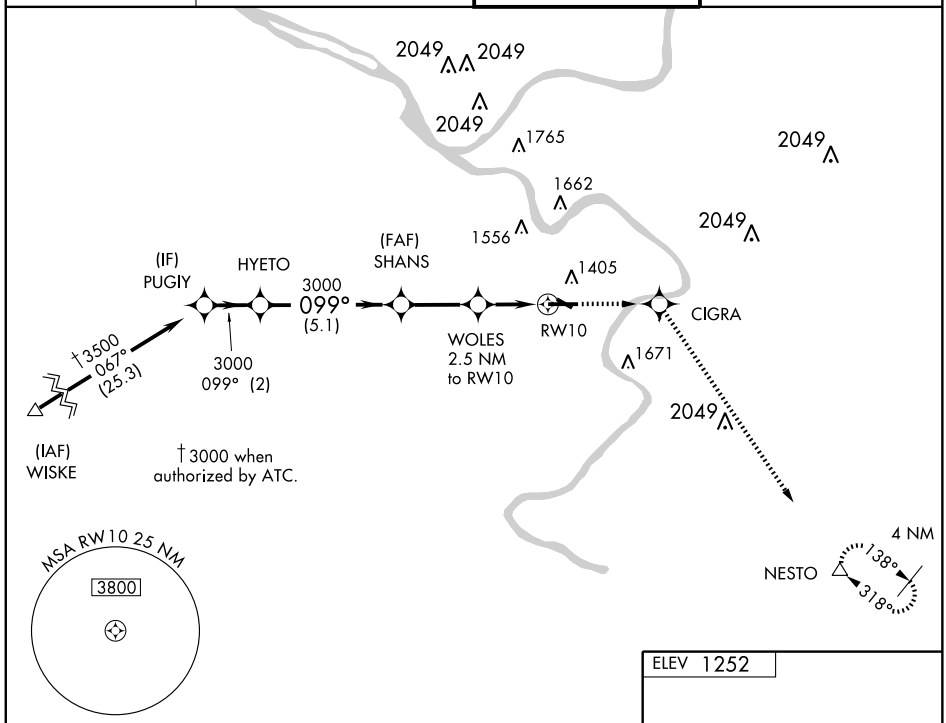
| WAAS CH 97325 W10A | APP CRS 099° | Rwy ldg 6501<br>TDZE 1251<br>Apt Elev 1252 |
|---|---|---|

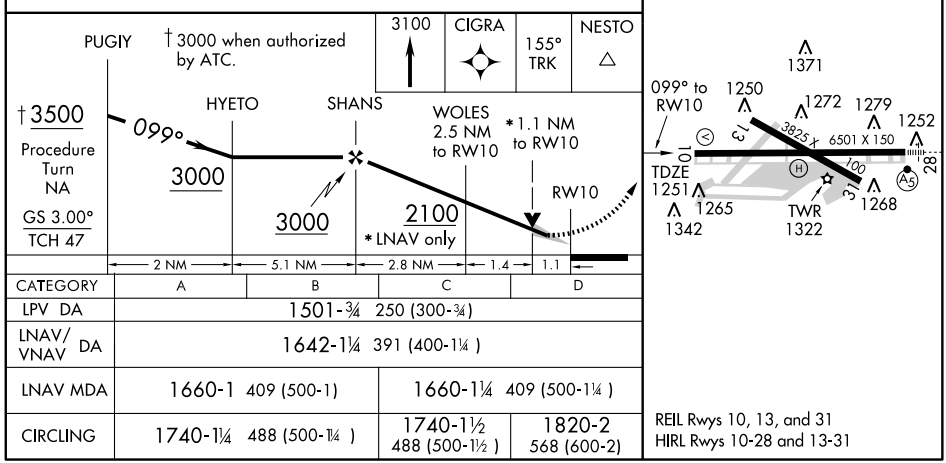
# RNAV (GPS) RWY 10
## PITTSBURGH / ALLEGHENY COUNTY (AGC)

Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1501-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1642-1¼ 391 (400-1¼ ) | | | |
| LNAV MDA | 1660-1 409 (500-1) | | 1660-1¼ 409 (500-1¼ ) | |
| CIRCLING | 1740-1¼ 488 (500-1¼ ) | | 1740-1½ 488 (500-1½ ) | 1820-2 568 (600-2) |

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 65625 W28A | APP CRS 279° | Rwy ldg 6501<br>TDZE 1251<br>Apt Elev 1252 |
|---|---|---|

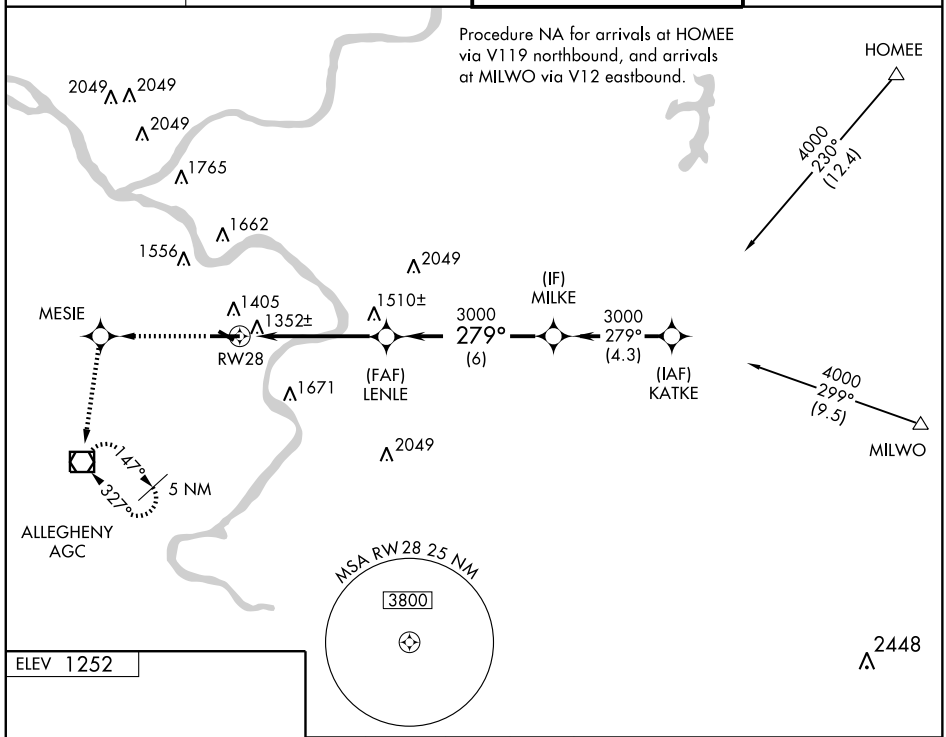
# RNAV (GPS) RWY 28
## PITTSBURGH / ALLEGHENY COUNTY (AGC)

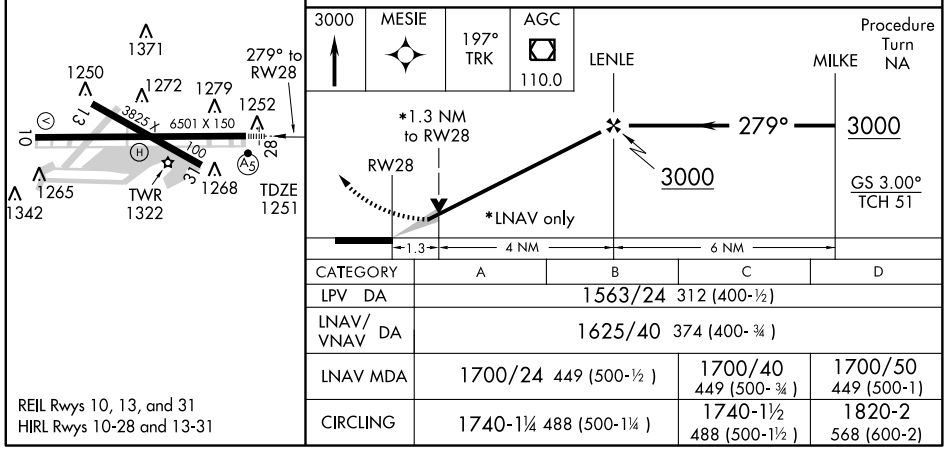
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct MESIE and via 197° track to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1563/24 312 (400-½) | | | |
| LNAV/VNAV DA | 1625/40 374 (400-¾) | | | |
| LNAV MDA | 1700/24 449 (500-½) | | 1700/40 449 (500-¾) | 1700/50 449 (500-1) |
| CIRCLING | 1740-1¼ 488 (500-1¼) | | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) |

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR/DME AGC 110.0 Chan 37 | APP CRS 056° | Rwy ldg N/A TDZE N/A Apt Elev 1252 |
|---|---|---|

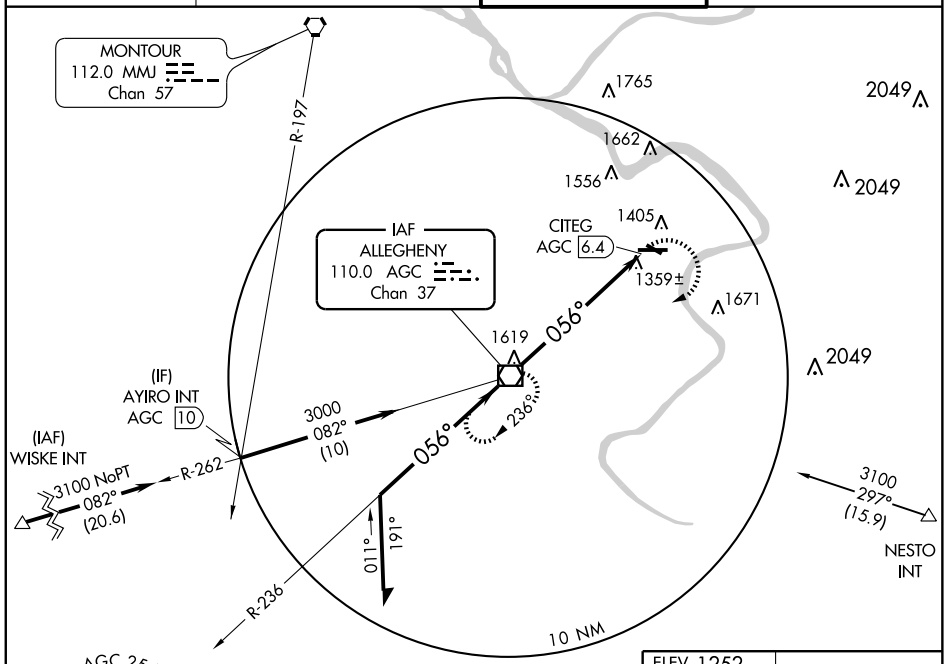
# VOR-A

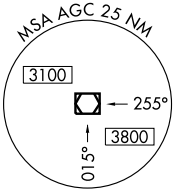
## PITTSBURGH / ALLEGHENY COUNTY (AGC)

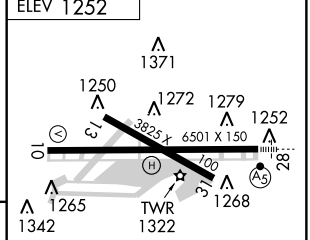
If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

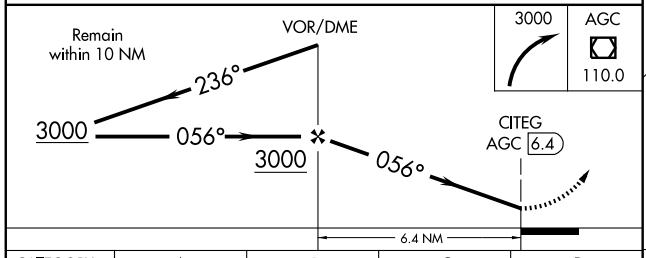
MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

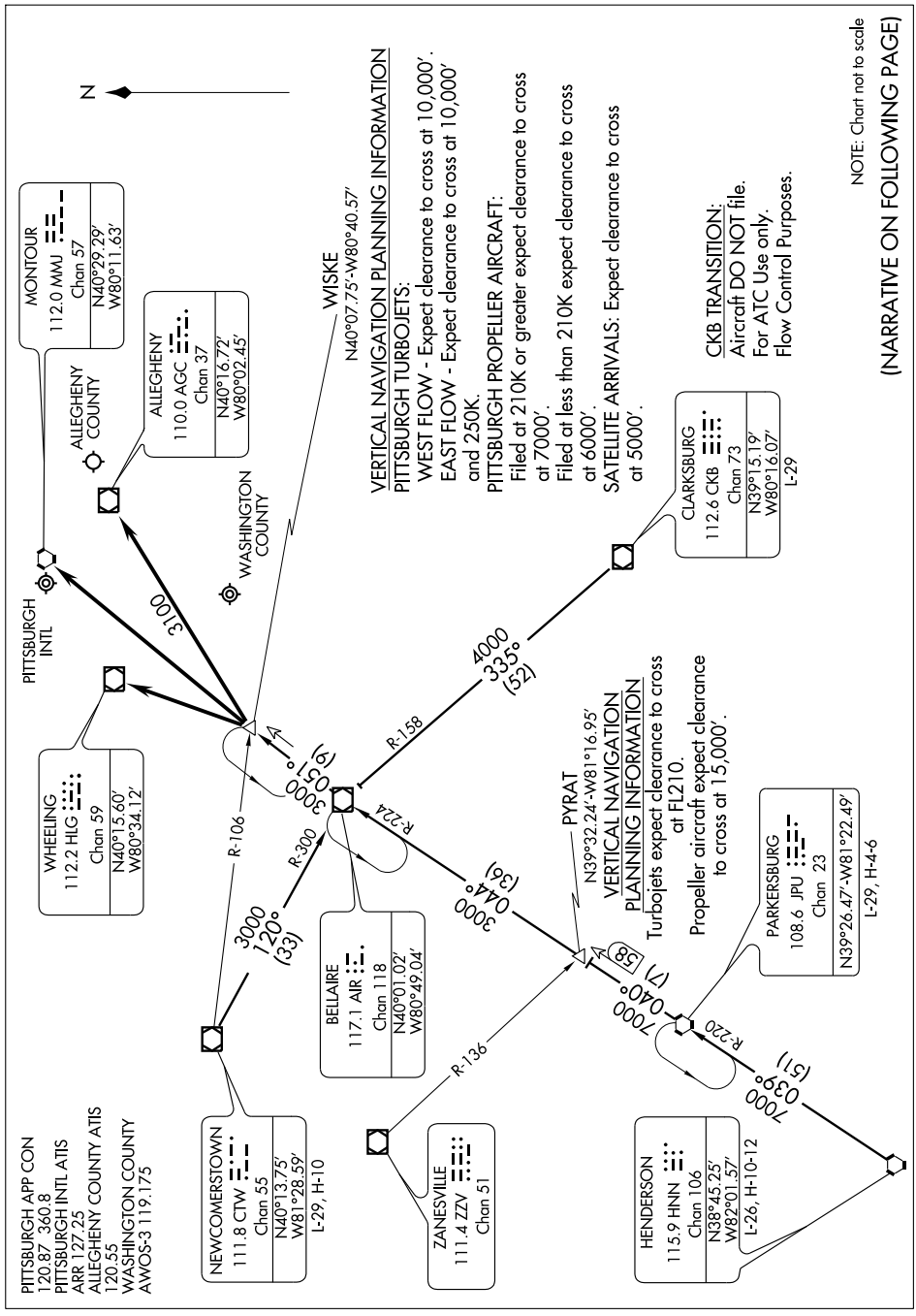
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | NA |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

# WISKE THREE ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

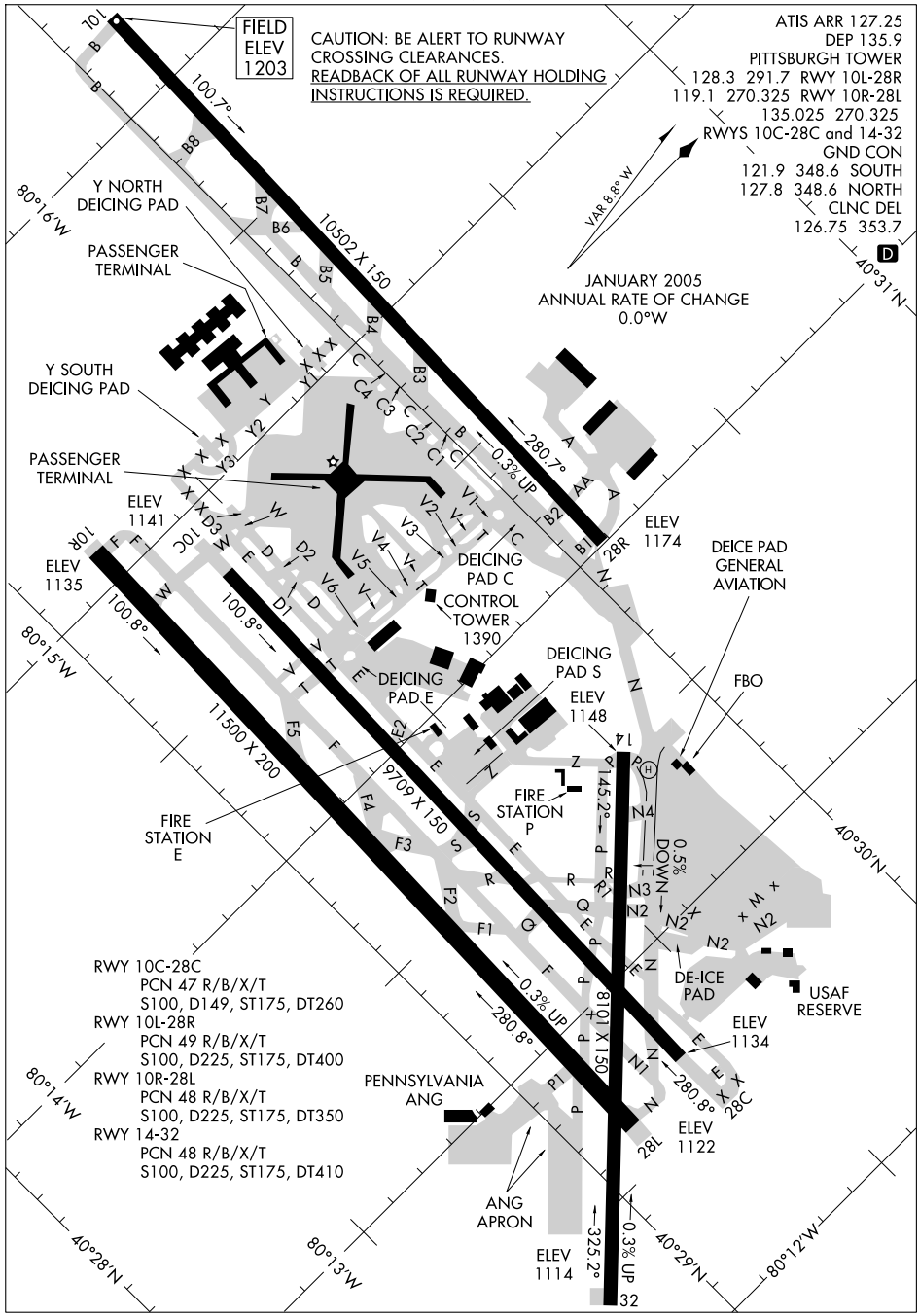
. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



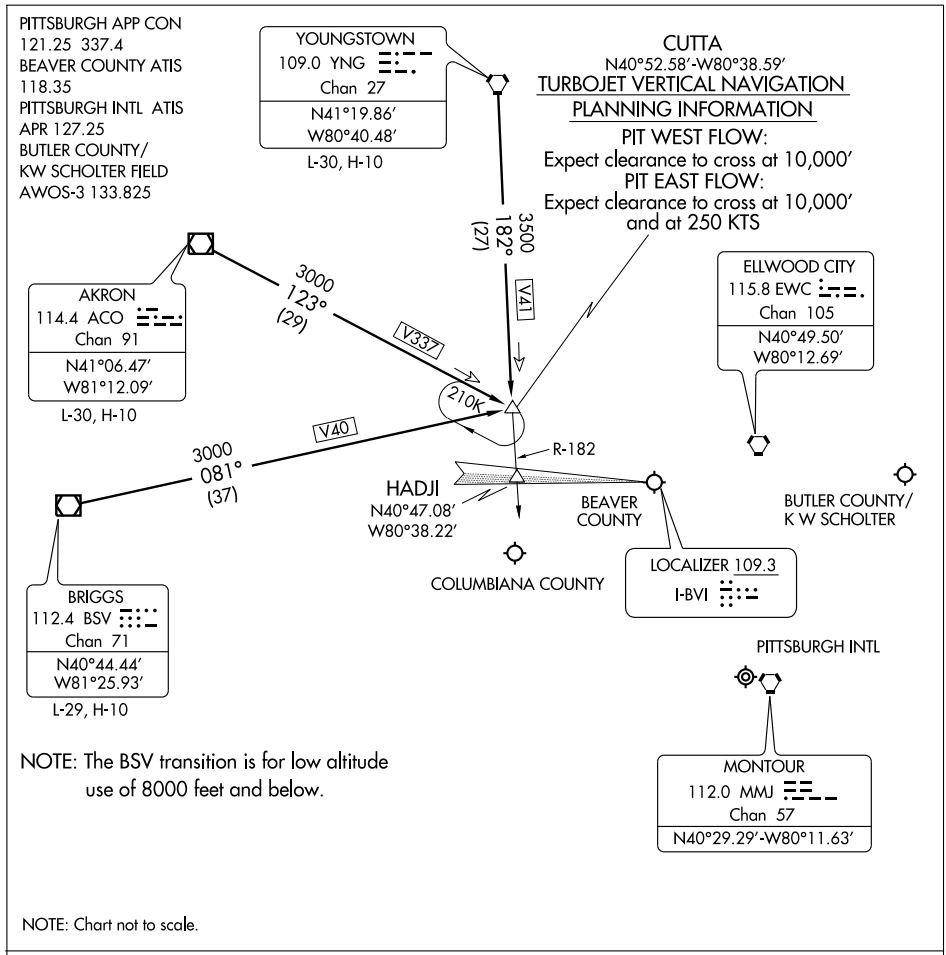

NE-4, 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

# CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA




AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 14 JAN 2010 to 11 FEB 2010

# (DEMME.DEMME1) DEMME ONE ARRIVAL (RNAV)

09351

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH INTL

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

HEINZ
281°
3000
280°
(5)
RIVRZ
3000
280°
(3)
PENGN
3100
308°
(21)
302°
GRUNZ
302°
(7)
3100
DEMME
3600
302°
(5)
STILR
070°
3100
359°
(3)
LMBRT
3100
359°
(5)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

WASHINGTON COUNTY

NESTO
TURBOJET VERTICAL
NAVIGATION PLANNING INFORMATION
East Flow- Expect clearance to cross at 10000.
West Flow- Expect clearance to cross at 10000/250 KTS.
When Rwy 28 simultaneous is in use,
expect clearance to cross at 9000.

4000
317°
(6)
PLEEZ
210 KTS
10 NM
5000
317°
(12)
EJOCY
8000
317°
(3)
INDIAN HEAD
IHD
VINSE
10000
280°
(67)

N

NOTE: Chart not to scale

INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

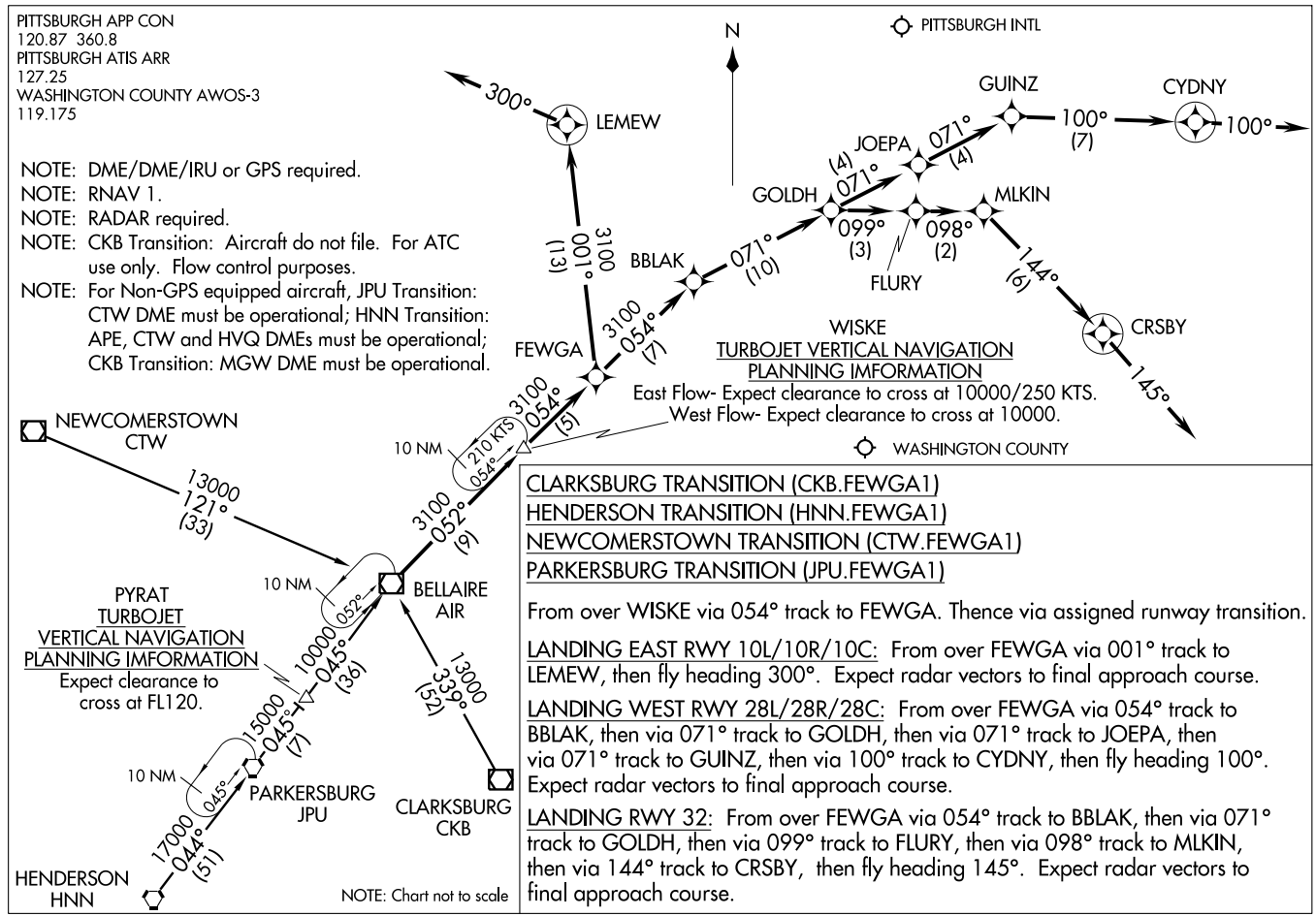
# FEWGA ONE ARRIVAL (RNAV)





PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.




CLARKSBURG TRANSITION (CKB.FEWGA1)
HENDERSON TRANSITION (HNN.FEWGA1)
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1)
PARKERSBURG TRANSITION (JPU.FEWGA1)

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

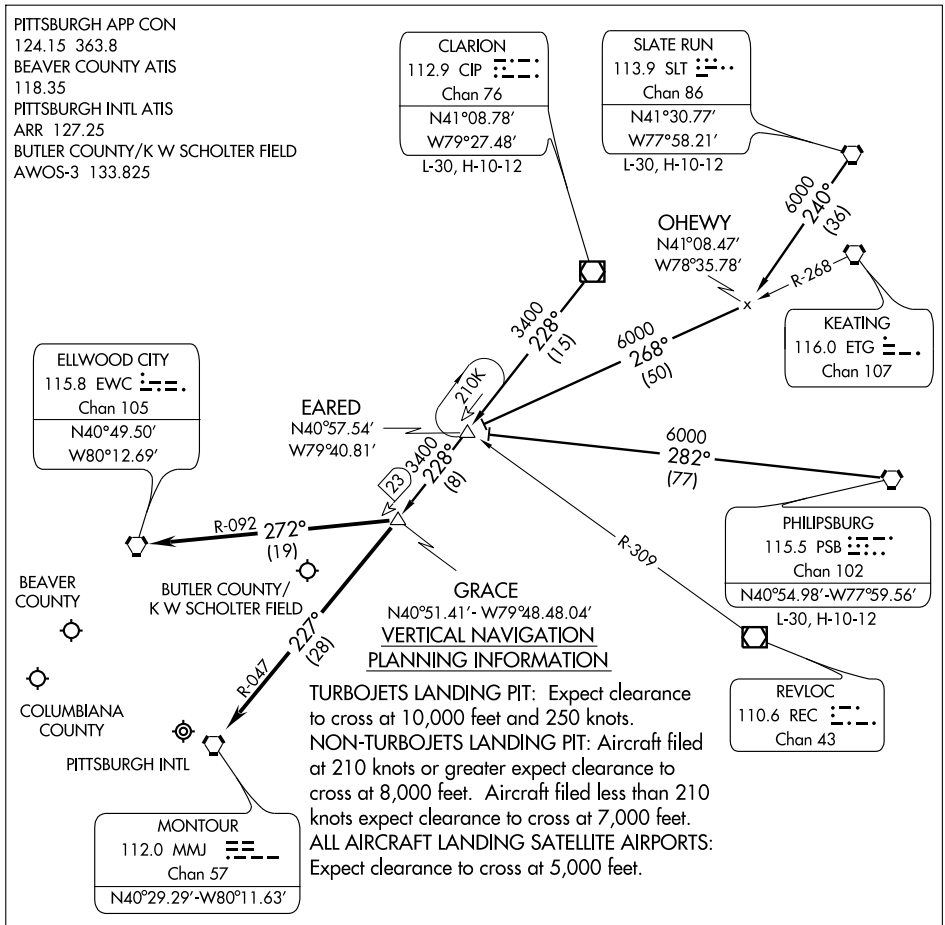
LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

# GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA




VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

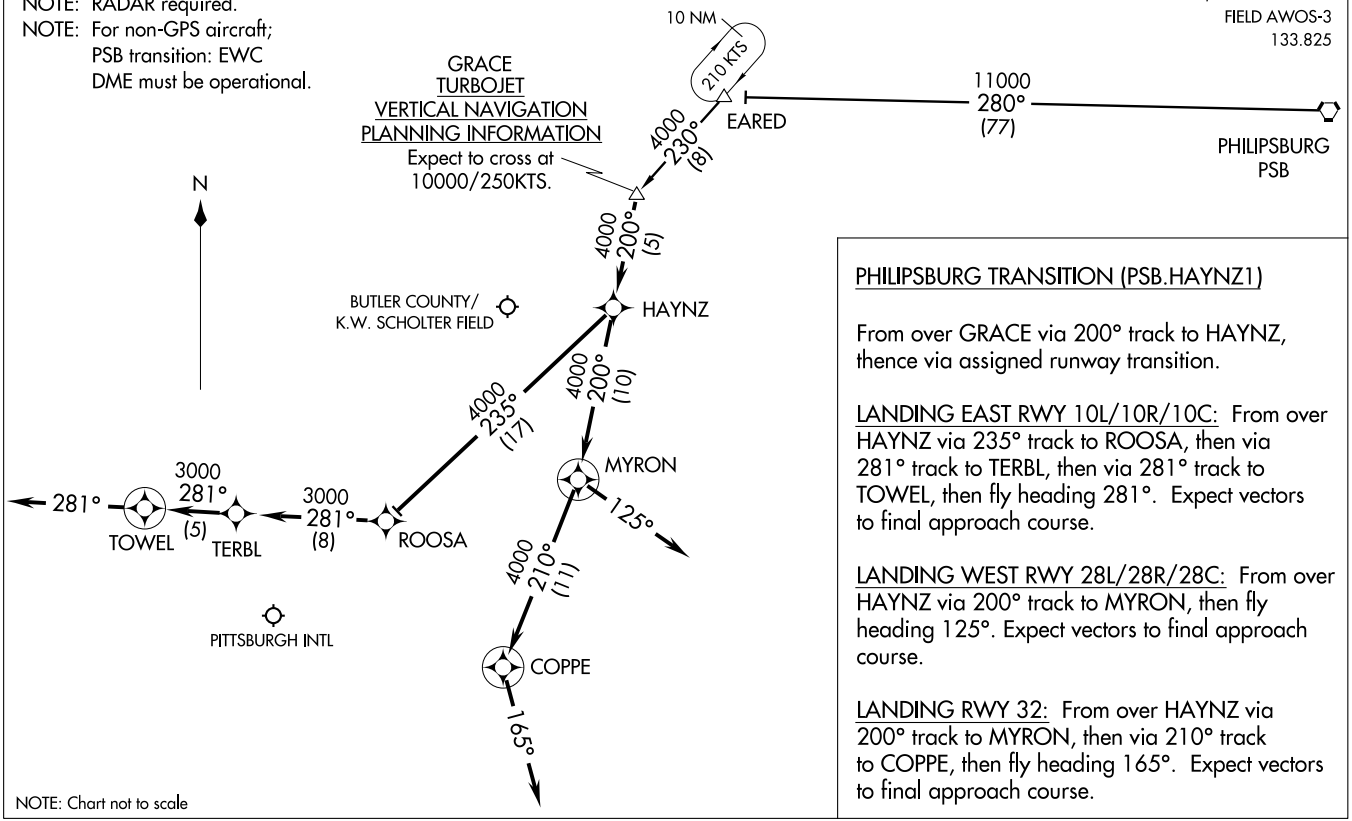
SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS aircraft; PSB transition: EWC DME must be operational.

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER FIELD AWOS-3
133.825




PHILIPSBURG TRANSITION (PSB.HAYNZ1)

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

NOTE: Chart not to scale

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

# ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

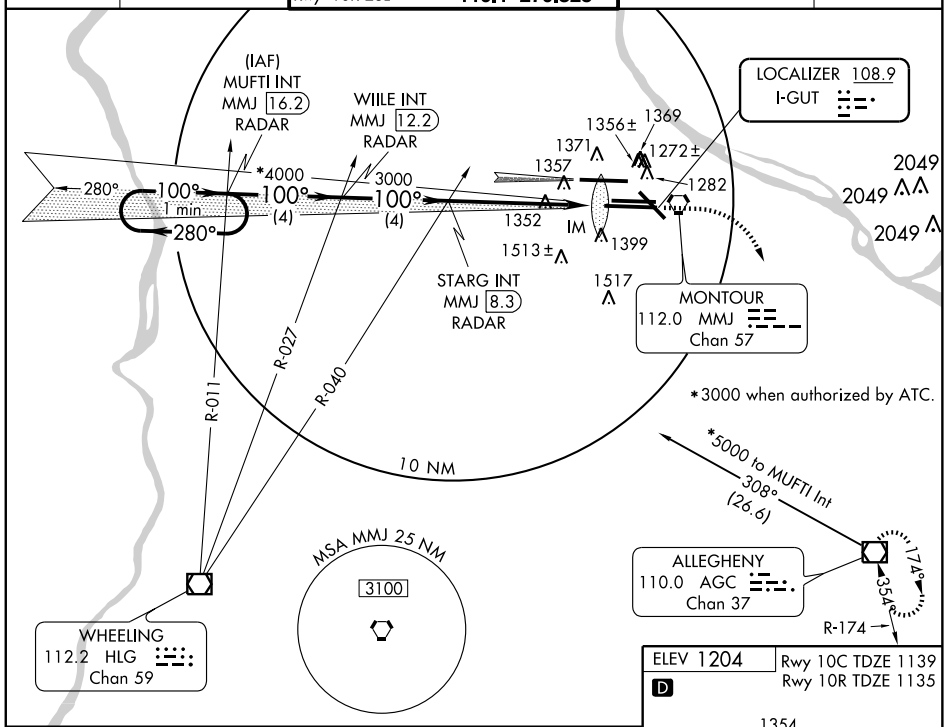
| LOC I-GUT 108.9 | APP CRS 100° | Rwy ldg | 10R 11500 | 10C 9709 |
|---|---|---|---|---|
| | | TDZE | 1135 | 1139 |
| | | Apt Elev | 1204 | 1204 |

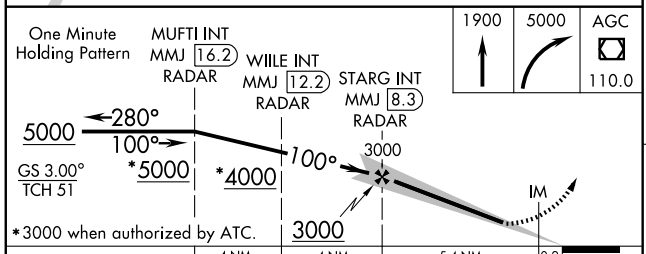
Simultaneous approach authorized with Rwy 10L.

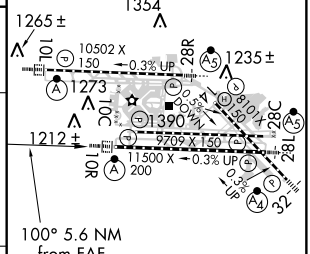
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | 1335/18 200 (200-½) | | | |
| S-LOC 10R | 1620/24 485 (500-½) | | 1620/40<br>485 (500-¾) | 1620/50<br>485 (500-1) |
| CIRCLING | 1700-1 496 (500-1) | | 1700-1½<br>496 (500-1½) | 1760-2<br>556 (600-2) |
| SIDESTEP 10C | 1620/50 481 (500-1) | | 1620-1½<br>481 (500-1½) | 1620-2<br>481 (500-2) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-PFS | APP CRS | | 28L | 28C |
|---|---|---|---|---|
| 108.9 | 280° | Rwy ldg | 11500 | 9709 |
| | | TDZE | 1125 | 1134 |
| | | Apt Elev | 1203 | 1203 |

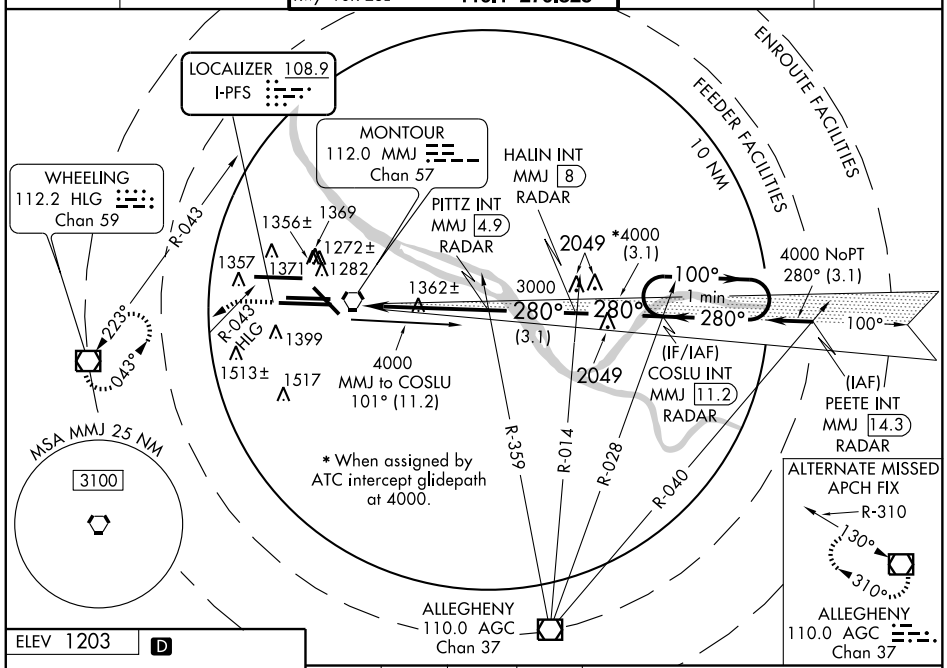
# ILS or LOC RWY 28L
## PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

MALSR

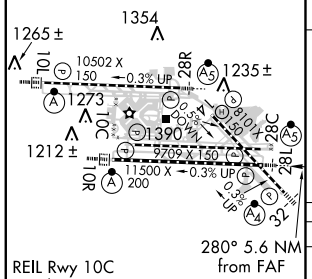
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |



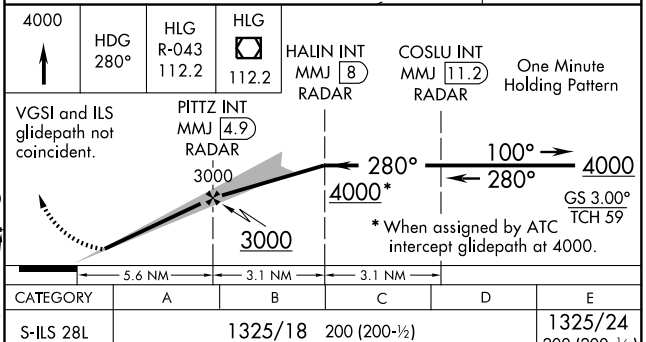

ELEV 1203 D

Rwy 28L TDZE 1125
Rwy 28C TDZE 1134




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 28L | 1325/18 200 (200-½) | | | | 1325/24 200 (200-½) |
| S-LOC 28L | 1620/24 495 (500-½) | | 1620/40 495 (500-¾) | 1620/50 495 (500-1) | 1620/60 495 (500-1¼) |
| SIDESTEP 28C | 1620-1 486 (500-1) | | 1620-1½ 486 (500-1½) | 1620-2 486 (500-2) | 1620-2¼ 486 (500-2¼) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | 1860-2¼ 657 (700-2¼) |

NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-HFE | APP CRS | Rwy ldg | 10102 |
|---|---|---|---|
| 111.7 | 280° | TDZE | 1174 |
| | | Apt Elev | 1203 |

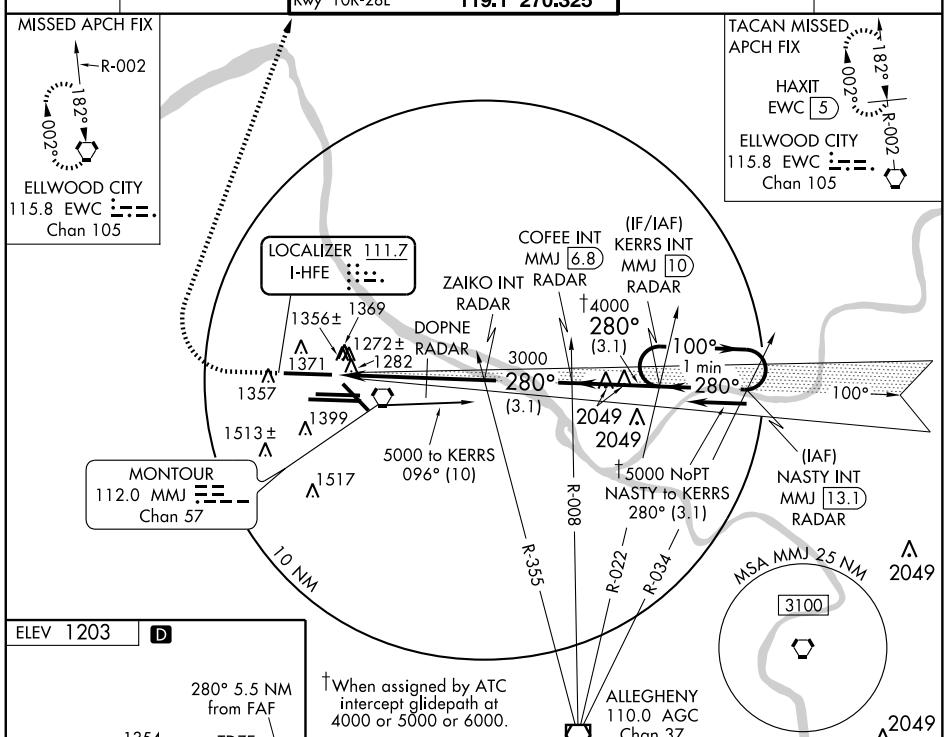
# ILS or LOC RWY 28R
## PITTSBURGH INTL (PIT)

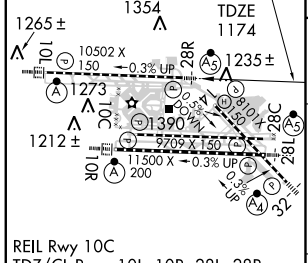
For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 28L. Radar Required for LOC minimums.

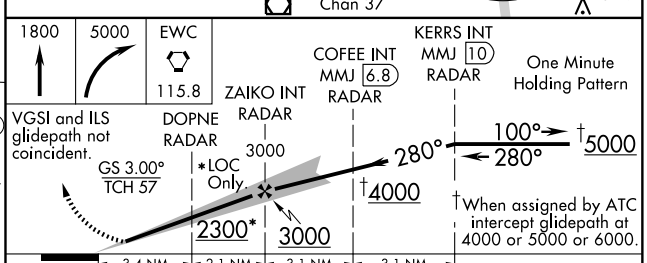
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 28R | 1374/18 200 (200-½) | | | | 1374/24 200 (200-½) |
| S-LOC 28R | 1540/24 366 (400-½) | | | 1540/40 366 (400-¾) | |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | 1860-2¼ 657 (700-2¼) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-TQW | APP CRS | Rwy ldg | 8101 |
|---|---|---|---|
| 111.3 | 324° | TDZE | 1123 |
| | | Apt Elev | 1203 |

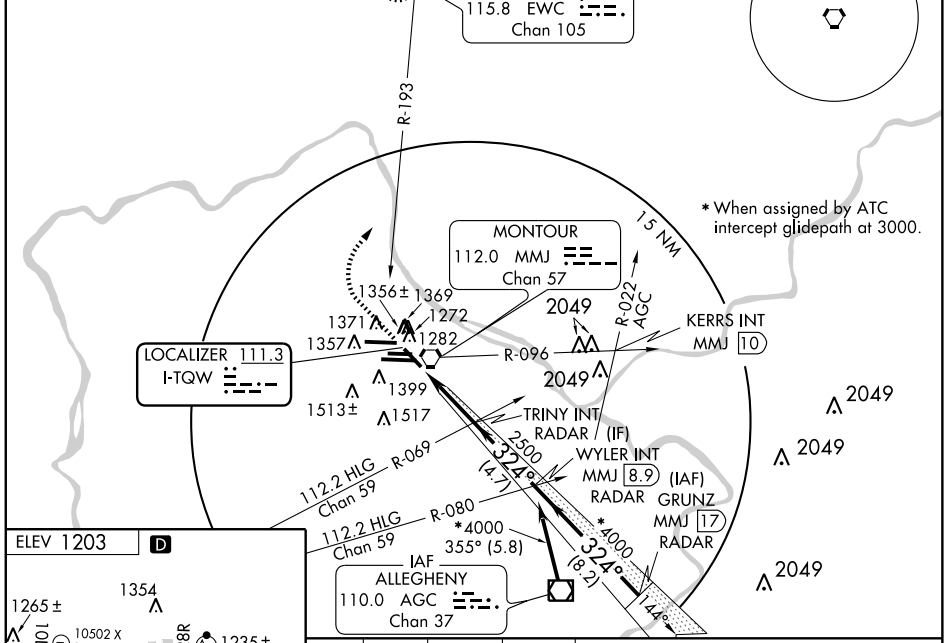
# ILS or LOC RWY 32
## PITTSBURGH INTL (PIT)

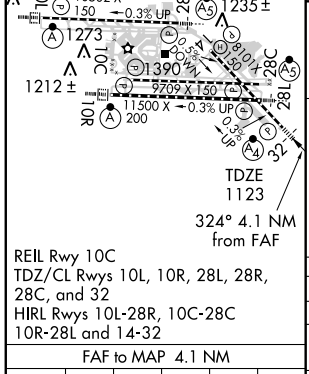
Inoperative table does not apply to S-LOC 32 Cat C.

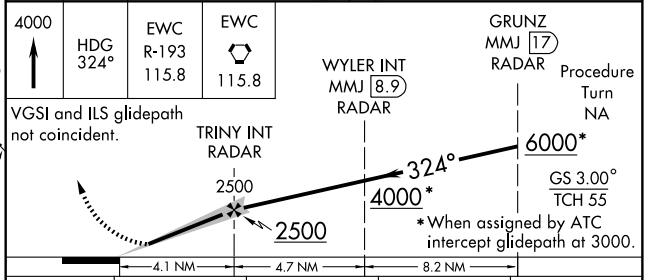
MALS

MISSED APPROACH: Climb to 4000 via heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1323/40 200 (200-¾) | | | |
| S-LOC 32 | 1600/40 477 (500-¾) | | 1600/60 477 (500-1¼) | 1600-1½ 477 (500-1½) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# ILS RWY 10L
## PITTSBURGH INTL (PIT)

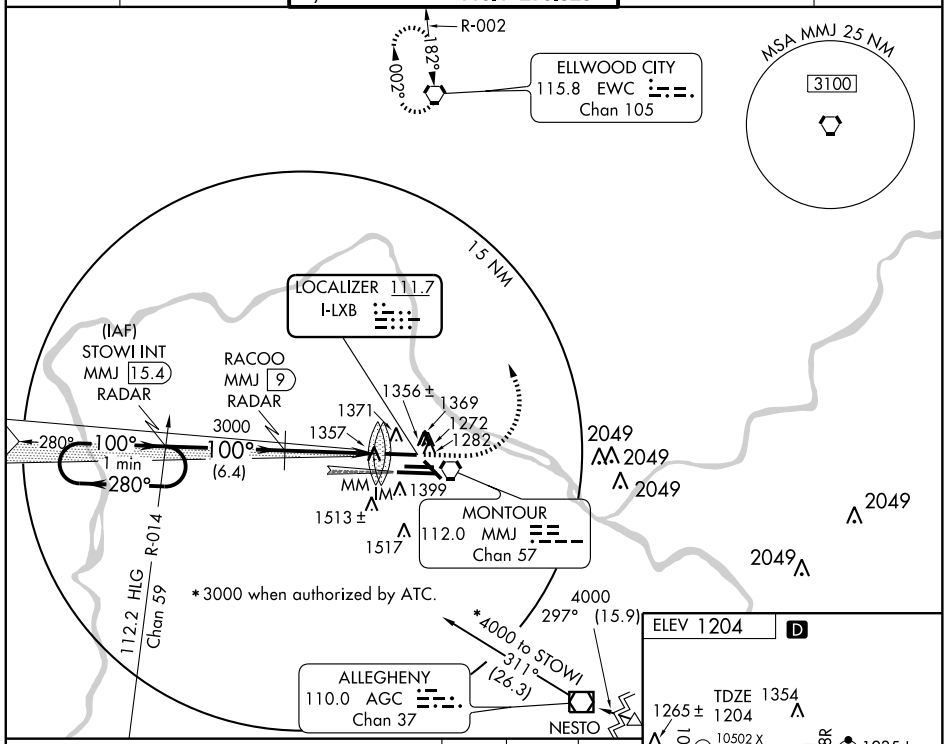
| LOC I-LXB | APP CRS | Rwy ldg | 10502 |
|---|---|---|---|
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

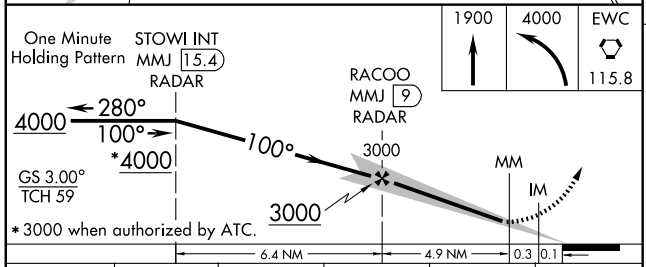
Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

ALSF-2

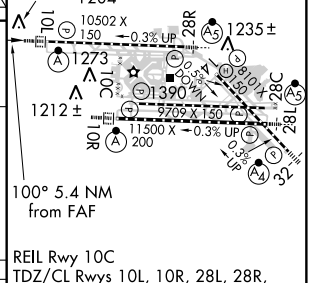
MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




| 1900 | 4000 | EWC |
|---|---|---|
| | | 115.8 |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10L | 1404/18 200 (200-½) | | | | 1404/24 200 (200-½) |
| S-LOC 10L | 1580/24 376 (400-½) | | | 1580/40 376 (400-¾) | |
| CIRCLING | 1700-1 496 (500-1) | | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2) | 1860-2¼ 656 (700-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-LXB | APP CRS | Rwy ldg | 10502 |
|---|---|---|---|
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

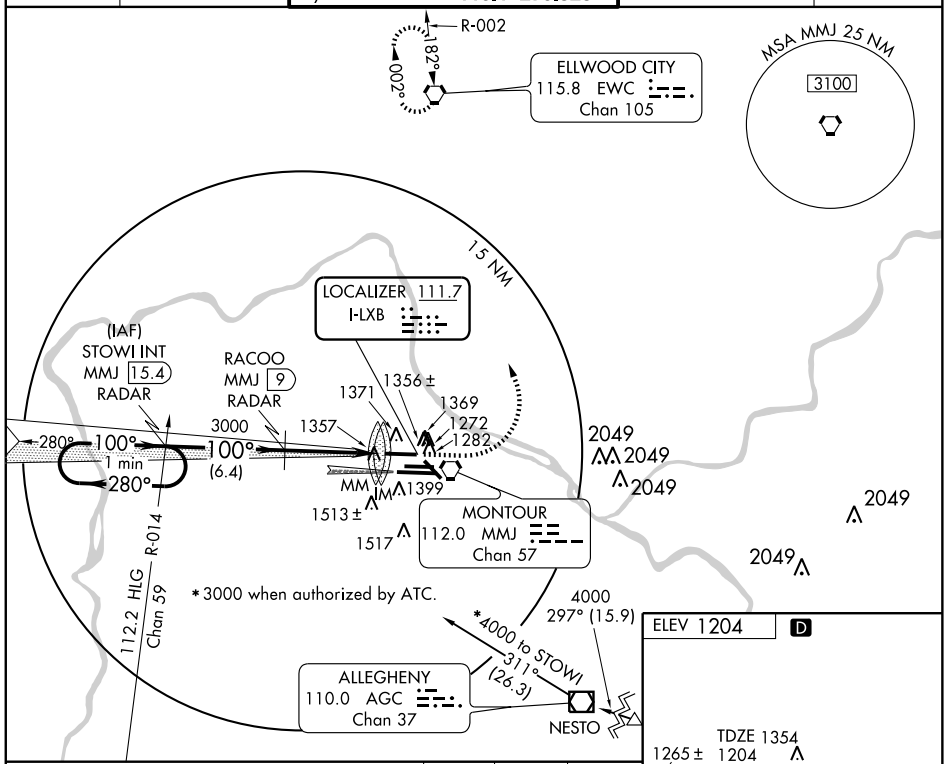
# ILS RWY 10L (CAT II)
## PITTSBURGH INTL (PIT)

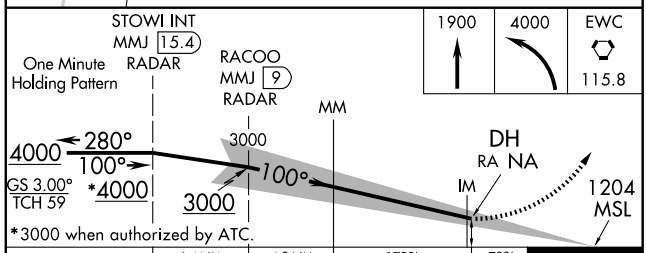
Simultaneous approach authorized with Rwy 10R.

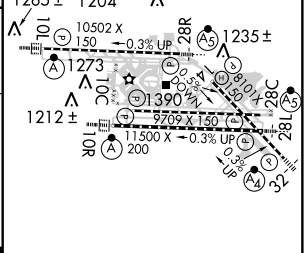
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | RA NA/12 100 DA 1304 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-LXB | APP CRS | Rwy ldg | 10502 |
|---|---|---|---|
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

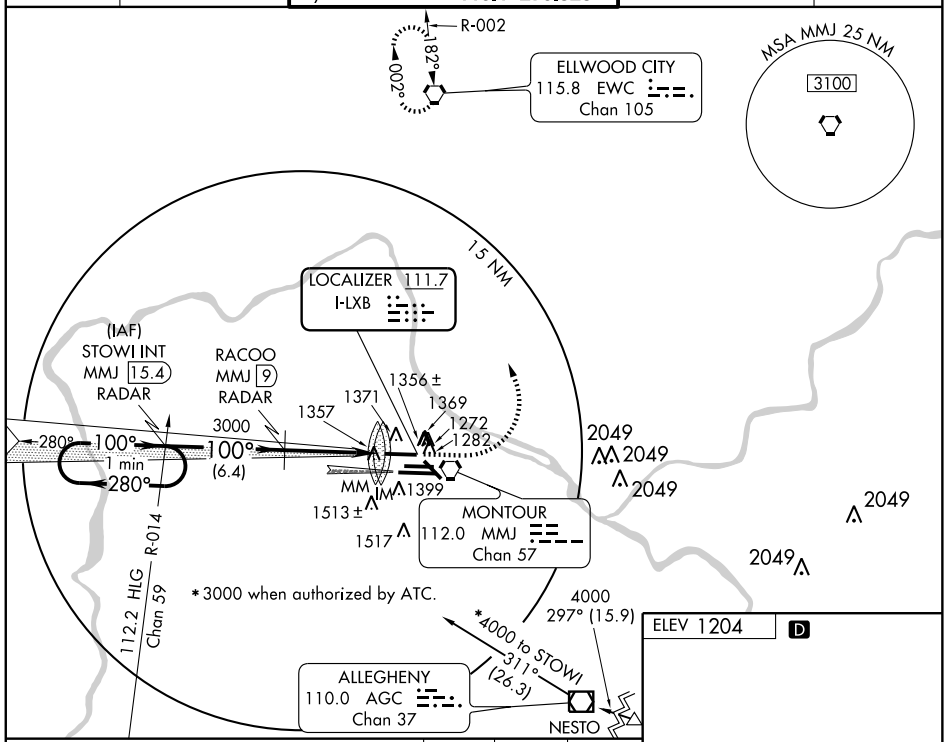
# ILS RWY 10L (CAT III)
## PITTSBURGH INTL (PIT)

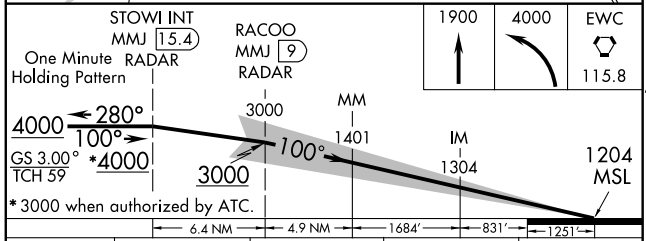
Simultaneous approach authorized with Rwy 10R.

ALSF-2

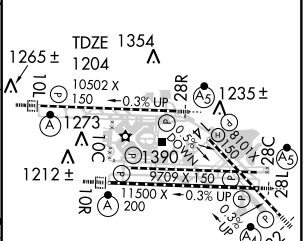
MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




ELEV 1204 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | Cat IIIa | RVR 07 | | |
| S-ILS 10L | Cat IIIb | RVR 06 | | |
| S-ILS 10L | Cat IIIc | NA | | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

| LOC I-GUT | APP CRS | Rwy ldg 11500 |
|---|---|---|
| 108.9 | 100° | TDZE 1135 |
| | | Apt Elev 1204 |

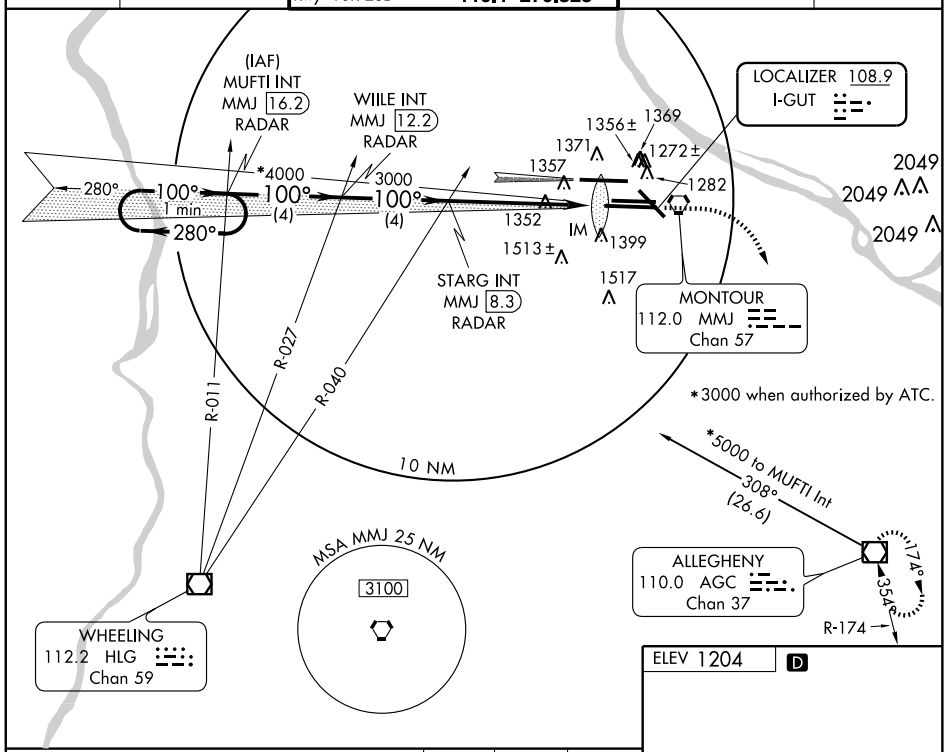
# ILS RWY 10R (CAT II)
## PITTSBURGH INTL (PIT)

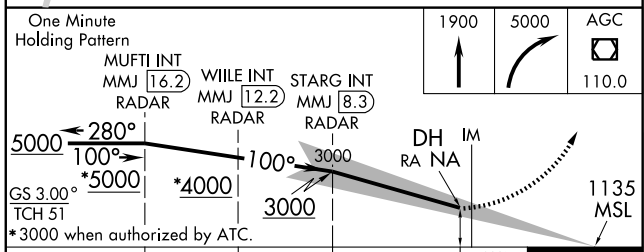
Simultaneous approach authorized with Rwy 10L.

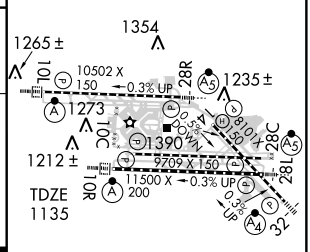
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | RA NA/12 100 DA 1235 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-GUT | APP CRS | Rwy ldg 11500 |
|---|---|---|
| 108.9 | 100° | TDZE 1135 |
| | | Apt Elev 1204 |

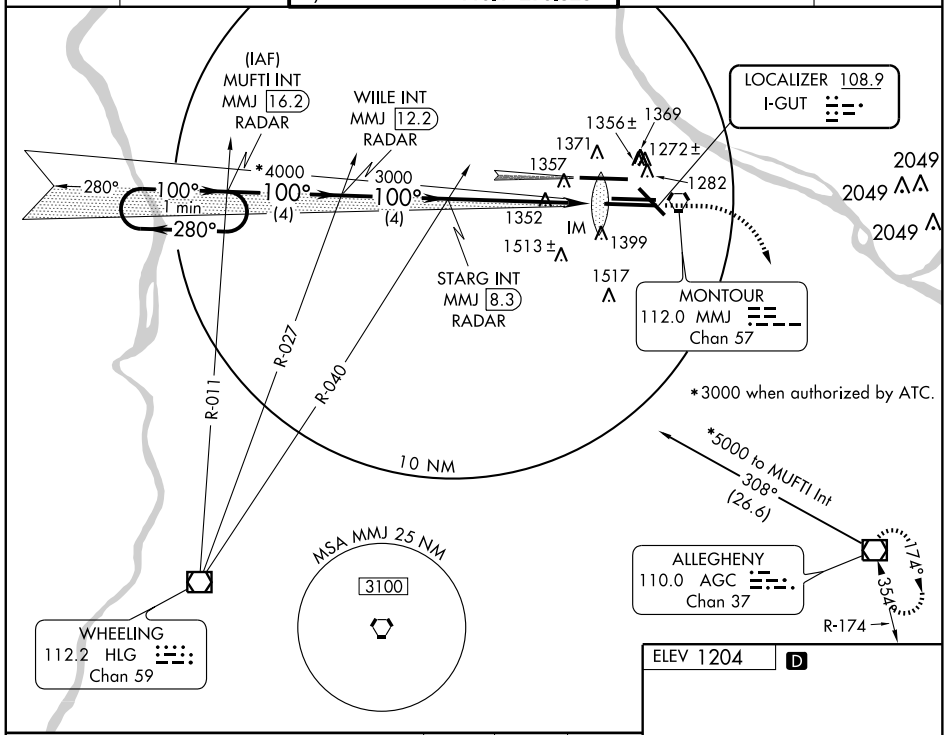
# ILS RWY 10R (CAT III)
## PITTSBURGH INTL (PIT)

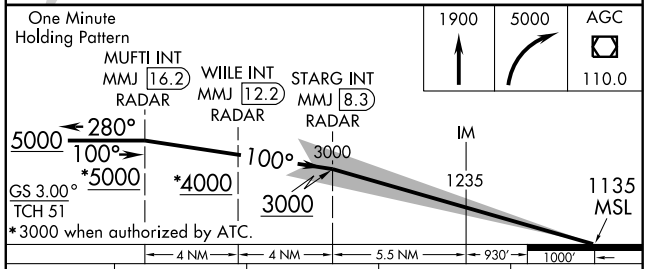
Simultaneous approach authorized with Rwy 10L.

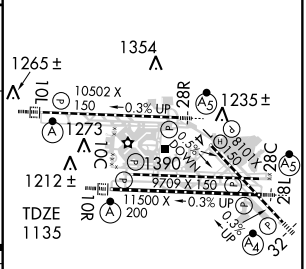
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | | Cat IIIa | RVR 07 | |
| S-ILS 10R | | Cat IIIb | RVR 06 | |
| S-ILS 10R | | Cat IIIc | NA | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

# CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-PFS | APP CRS | Rwy ldg | 11500 |
|---|---|---|---|
| 108.9 | 280° | TDZE | 1125 |
| | | Apt Elev | 1203 |

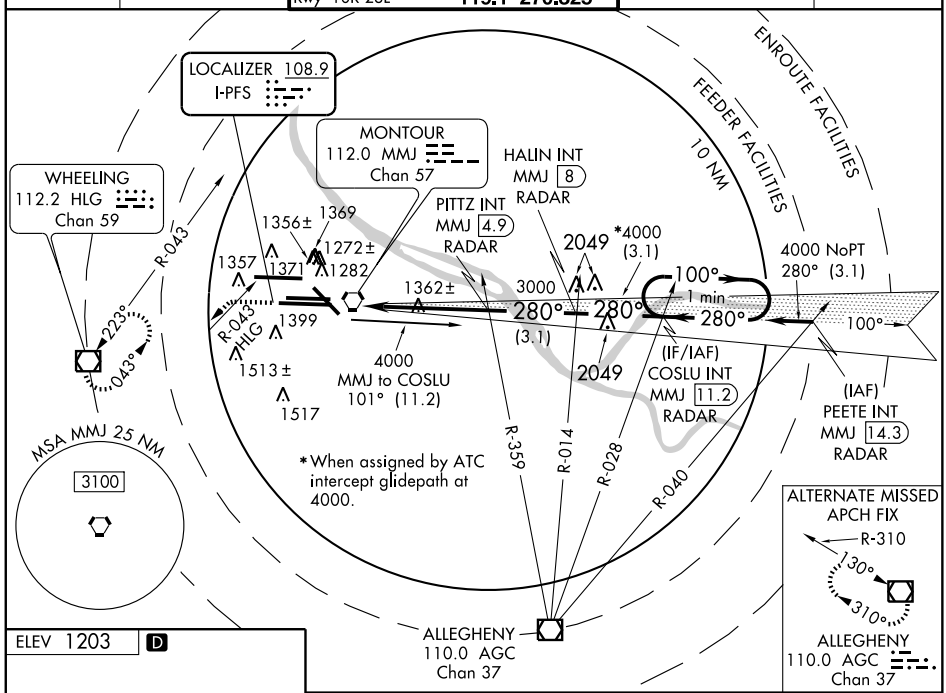
# ILS RWY 28L (CAT II)
## PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

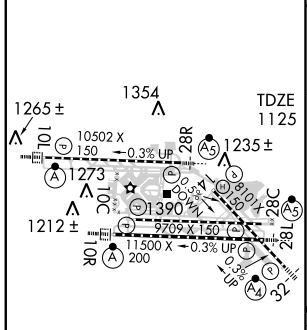
MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

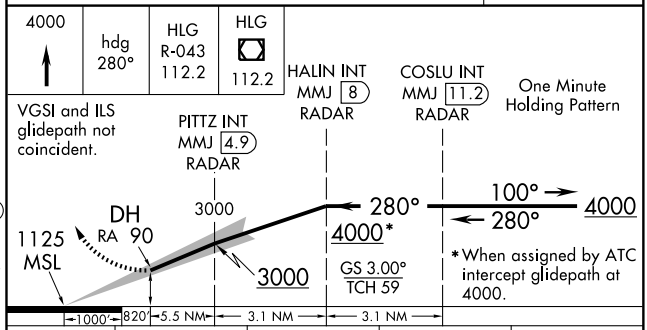
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




ELEV 1203 D




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | RA 90/12 100 DA 1225 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-HFE | APP CRS | Rwy ldg | 10102 |
|---|---|---|---|
| 111.7 | 280° | TDZE | 1174 |
| | | Apt Elev | 1203 |

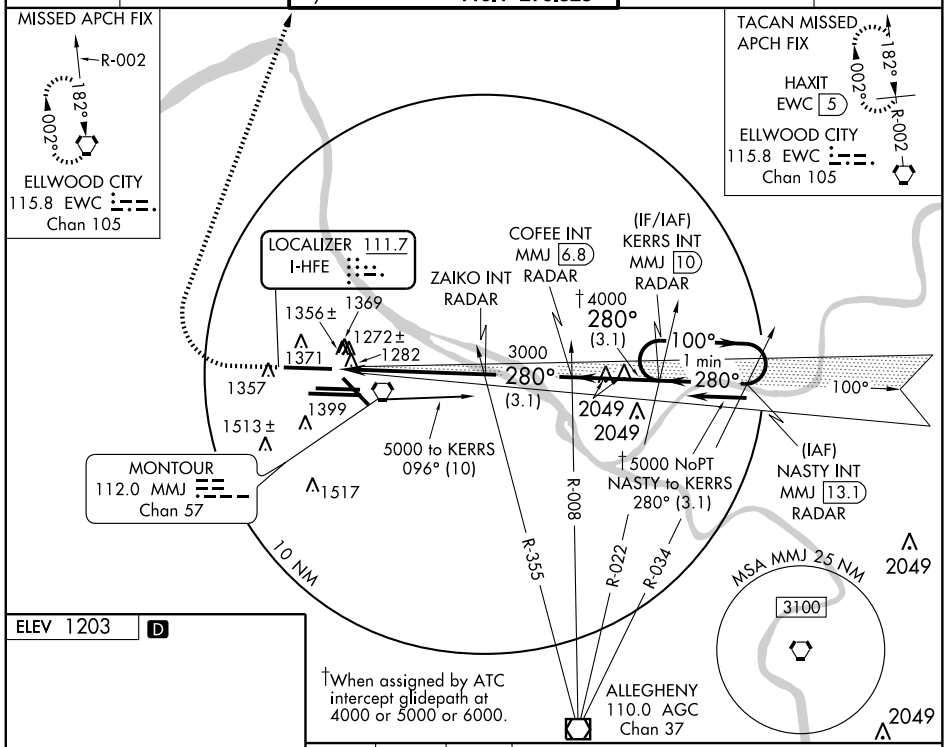
# ILS RWY 28R (CAT II)
## PITTSBURGH INTL (PIT)

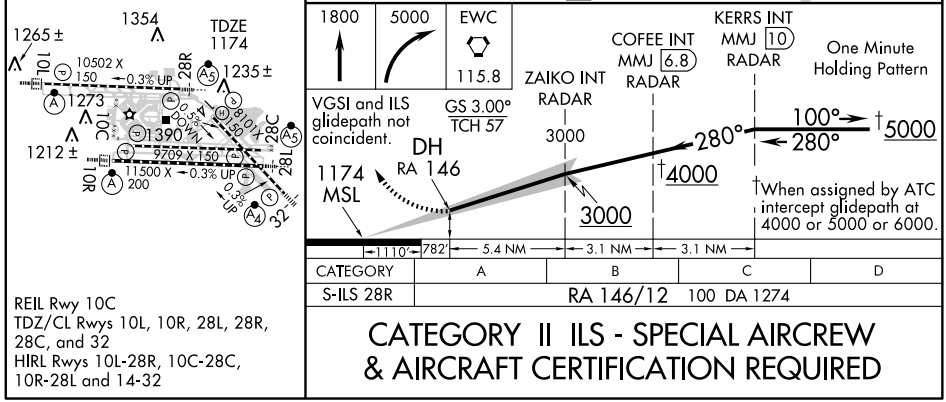
Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |



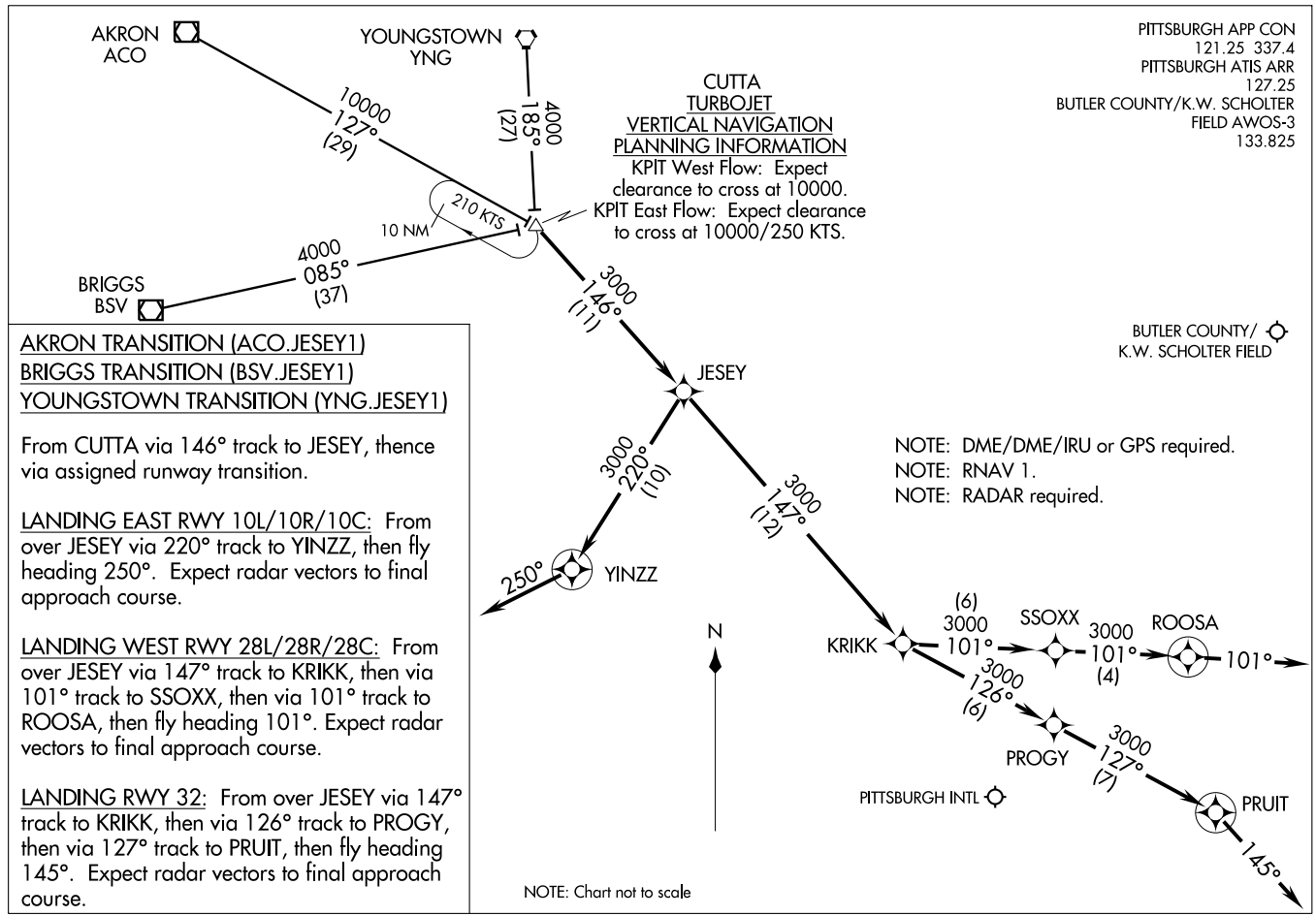




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | RA 146/12 100 DA 1274 | | | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

# CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4. 14 JAN 2010 to 11 FEB 2010




AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

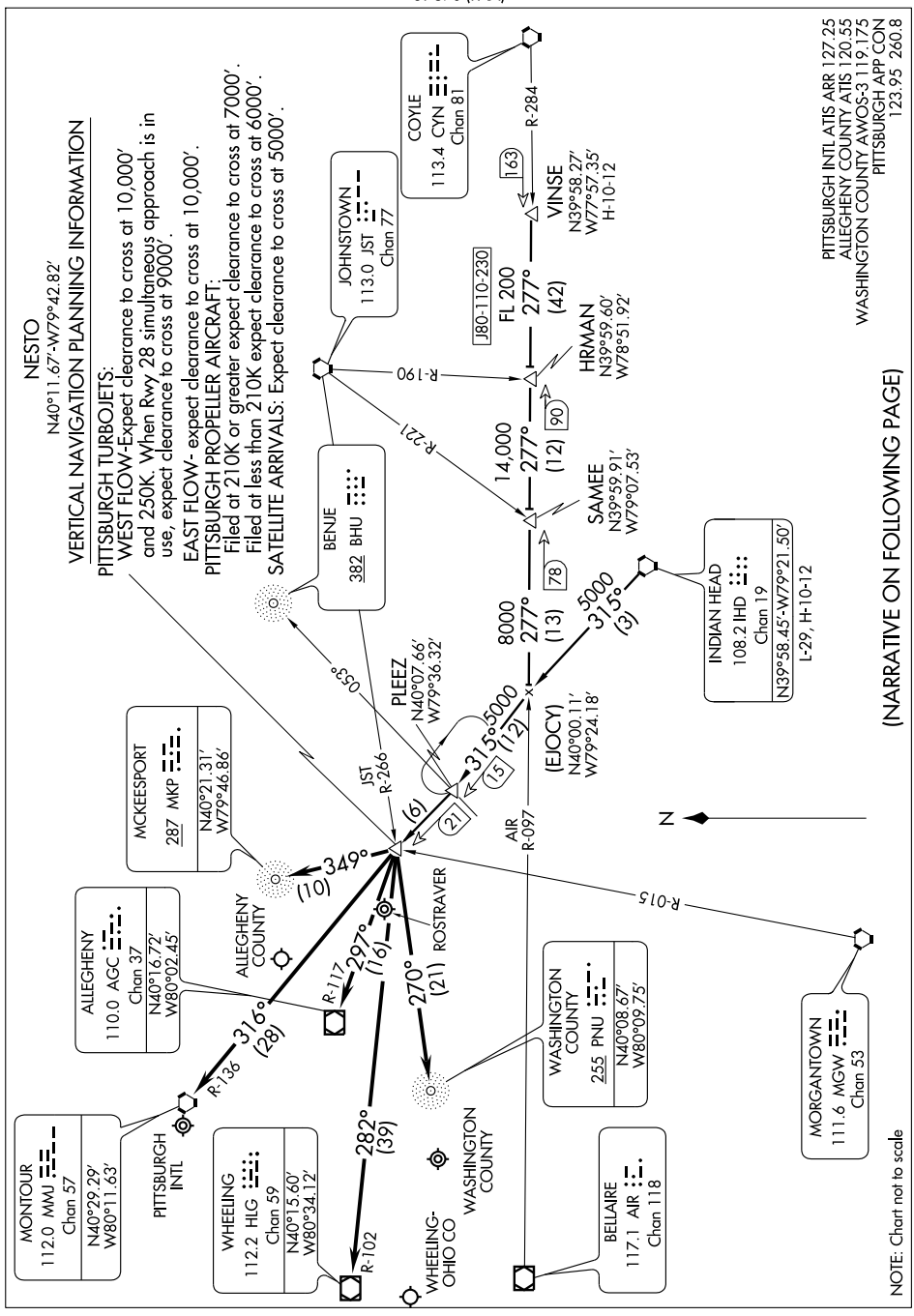
LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

# NESTO TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

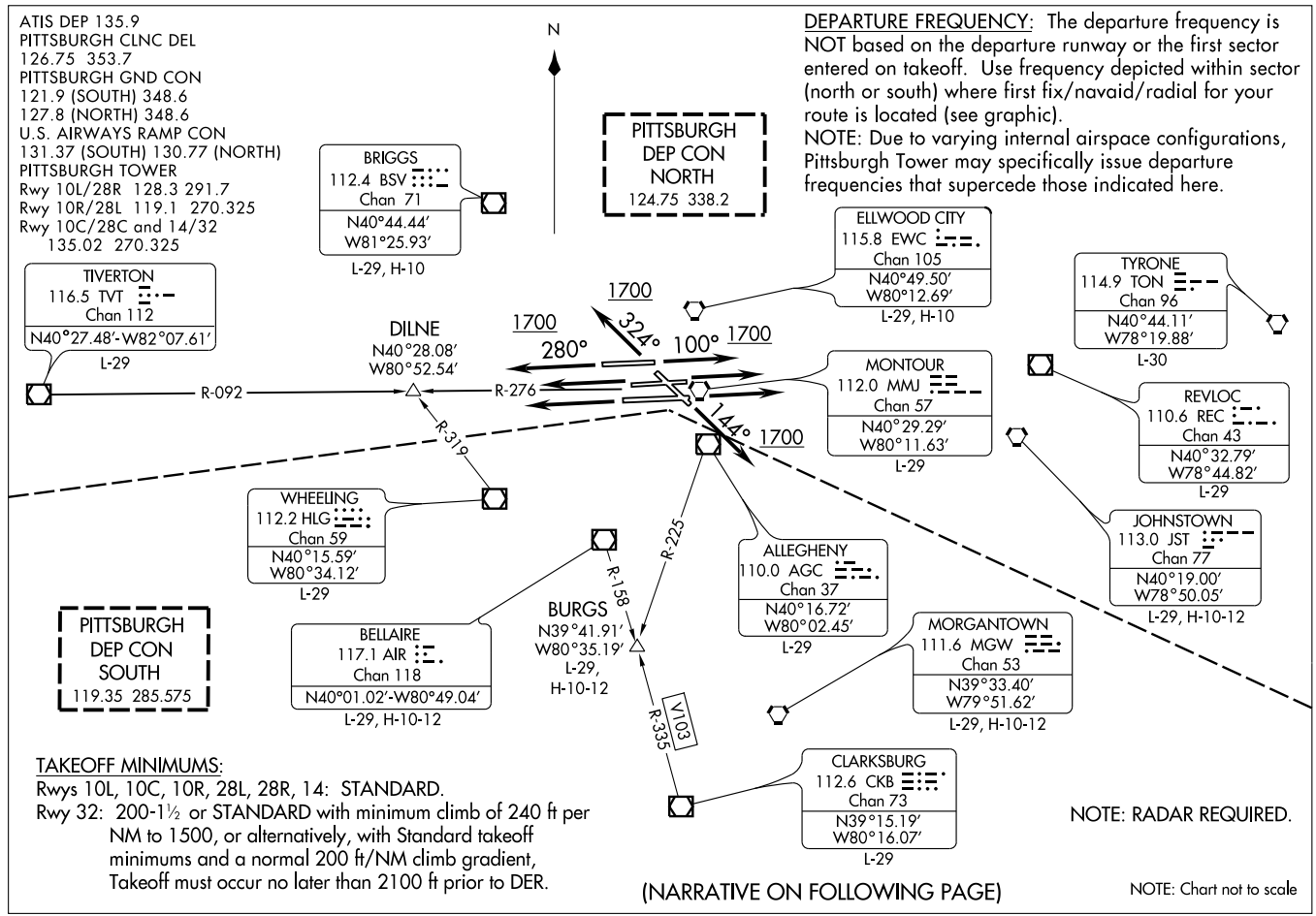
# PITTSBURGH NINE DEPARTURE





ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
U.S. AIRWAYS RAMP CON
131.37 (SOUTH) 130.77 (NORTH)
PITTSBURGH TOWER
Rwy 10L/28R 128.3 291.7
Rwy 10R/28L 119.1 270.325
Rwy 10C/28C and 14/32
135.02 270.325

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).
NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supercede those indicated here.




TAKEOFF MINIMUMS:
Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, Takeoff must occur no later than 2100 ft prior to DER.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# PITTSBURGH NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C,10R: Climb heading 100° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.
JETS: Maintain 5000 or requested altitude if lower.
ALL OTHERS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:
Rwy 10L: Tree 1387′ from DER, 733′ left of centerline, 59′ AGL/1233′ MSL.
Rod on OL tower 4168′ from DER, 910′ left of centerline, 112′ AGL/1282′ MSL.
Tower 4175′ from DER, 864′ left of centerline, 112′ AGL/1282′ MSL.
Tree 1463′ from DER, 672′ left of centerline, 38′ AGL/1212′ MSL.
Rwy 10C: Multiple trees beginning 3207′ from DER, 461′ left of centerline, up to 29′ AGL/1263′ MSL.
Rwy 10R: Multiple trees beginning 1082′ from DER, 102′ right of centerline, up to 66′ AGL/1265′ MSL.
OL on monitor pole 4590′ from DER, 1124′ left of centerline, 55′ AGL/1241′ MSL.
Pole 4610′ from DER, 1138′ left of centerline, 55′ AGL/1241′ MSL.
Rwy 14: Tree 968′ from DER, 516′ right of centerline, 44′ AGL/1158′ MSL.
Rwy 28L: Tree 2272′ from DER, 1109′ left of centerline, 64′ AGL/1223′ MSL.
Tree 39′ from DER, 498′ left of centerline, 9′ AGL/1144′ MSL.
Rwy 28R: Tree 1810′ from DER, 912′ right of centerline, 34′ AGL/1273′ MSL.
Bush 73′ from DER, 477′ right of centerline, 12′ AGL/1215′ MSL.
Pole 465′ from DER, 633′ left of centerline, 20′ AGL/1233′ MSL.
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435′ left of centerline, 105′ AGL/1354′ MSL.
Tower 1.1 NM from DER, 497′ left of centerline, 96′ AGL/1342′ MSL.
LT on pole 454′ from DER, 515′ right of centerline, 25′ AGL/1173′ MSL.
Multiple trees beginning 1717′ from DER, 1108′ right of centerline, up to 61′ AGL/1312′ MSL.
Tree 6074′ from DER, 1272′ right of centerline, 61′ AGL/1321′ MSL.
Tree 2577′ from DER, 1108′ right of centerline, 74′ AGL/1233′ MSL.
Tree 2480′ from DER, 1118′ right of centerline, 33′ AGL/1212′ MSL.

| WAAS CH 81826 W10B | APP CRS 100° | Rwy ldg 10502<br>TDZE 1204<br>Apt Elev 1204 |
|---|---|---|

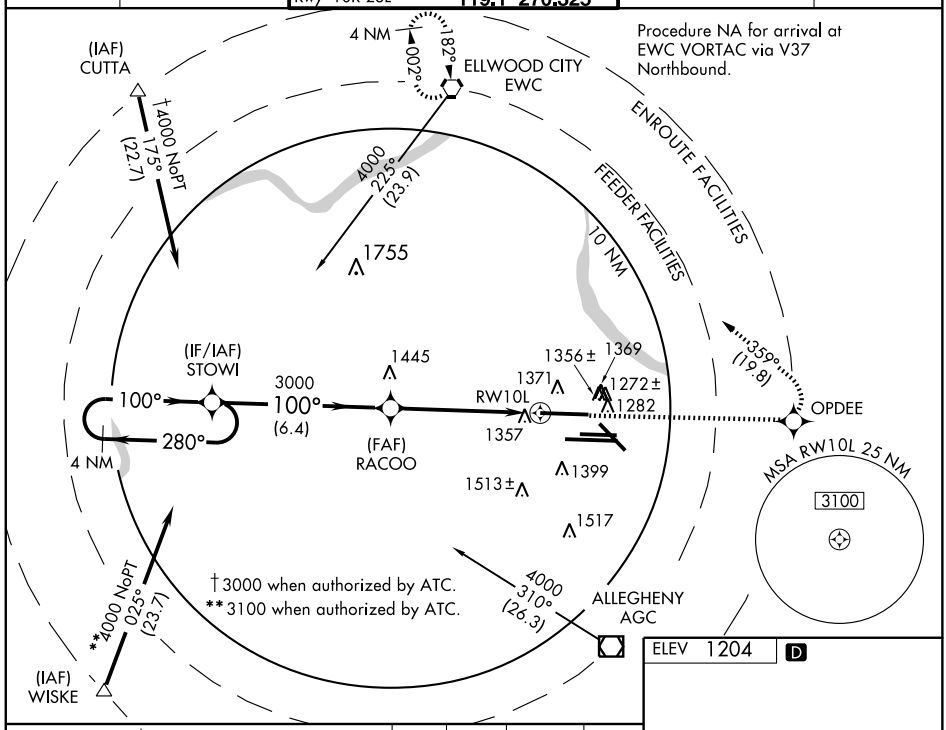
# RNAV (GPS) RWY 10L
## PITTSBURGH INTL (PIT)

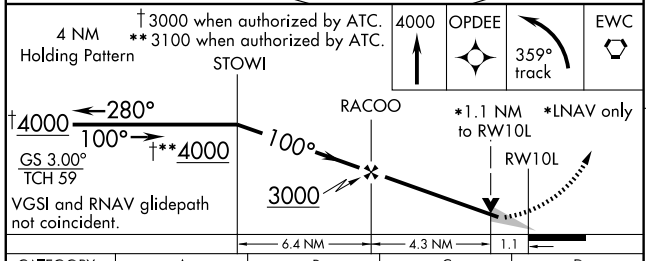
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.

ALSF-2

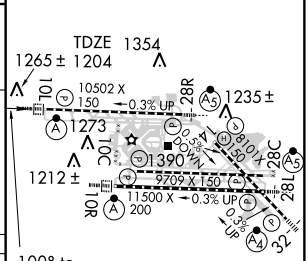
MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1484/24 280 (300-½) | | | |
| LNAV/VNAV DA | 1636/50 432 (500-1) | | | |
| LNAV MDA | 1620/24 416 (500-½) | | 1620/40 416 (500-¾) | 1620/50 416 (500-1) |
| CIRCLING | 1700-1½ 496 (500-1½) | | | 1760-2 556 (600-2) |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 14 JAN 2010 to 11 FEB 2010

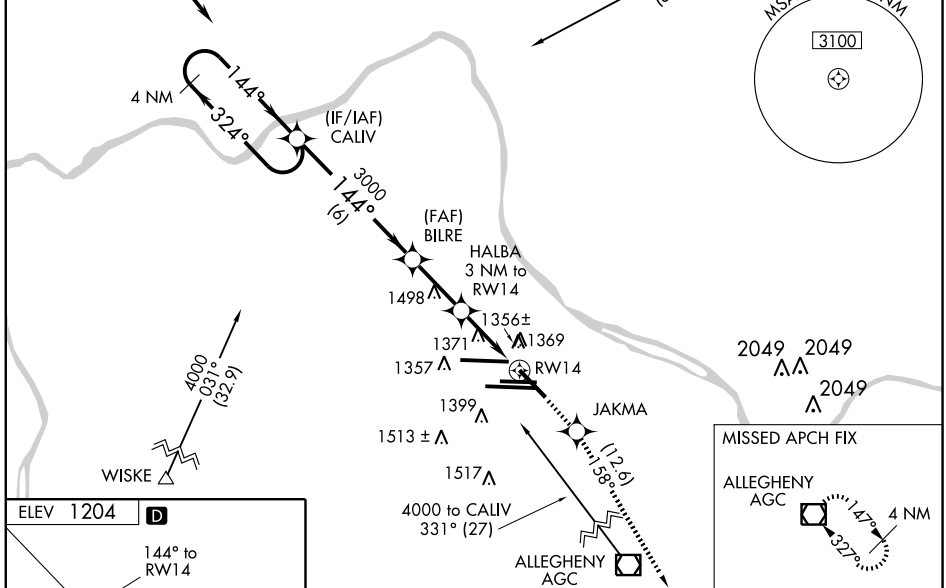
| WAAS CH 77526 W14A | APP CRS 144° | Rwy ldg 8101<br>TDZE 1148<br>Apt Elev 1204 |
|---|---|---|

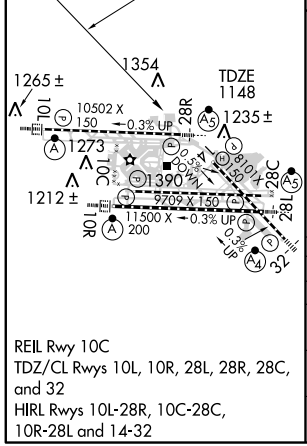
# RNAV (GPS) RWY 14
## PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA.

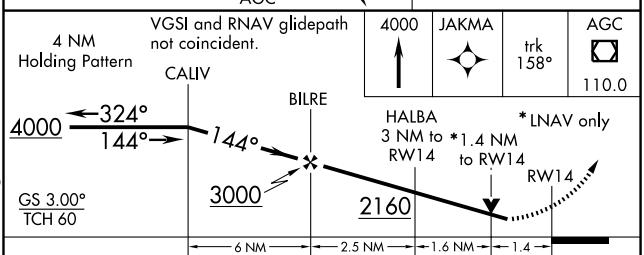
MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1636-1¾ 488 (500-1¾) | | | |
| LNAV/VNAV DA | 1654-1¾ 506 (600-1¾) | | | |
| LNAV MDA | 1640/50 492 (500-1) | | 1640/60 492 (500-1¼) | 1640-1½ 492 (500-1½) |
| CIRCLING | 1700-1 496 (500-1) | | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

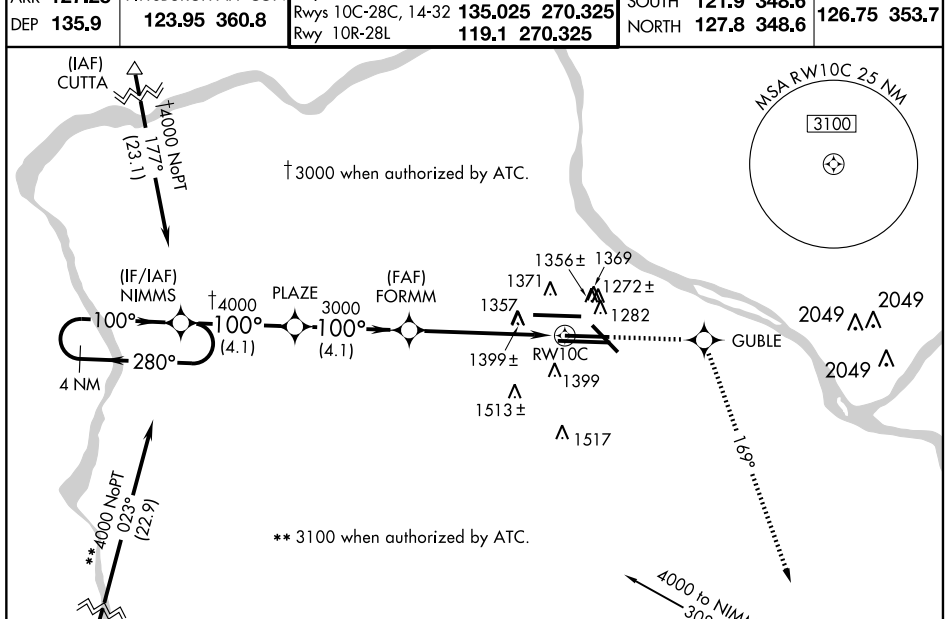
| WAAS CH 90126 W10A | APP CRS 100° | Rwy ldg 9709<br>TDZE 1141<br>Apt Elev 1203 |
|---|---|---|

# RNAV (GPS) Y RWY 10C
## PITTSBURGH INTL (PIT)

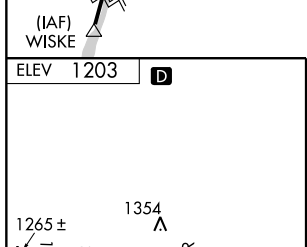
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

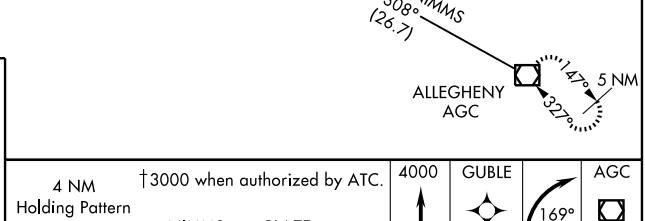
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




ELEV 1203 D




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1438/50 297 (300-1) | | | |
| LNAV/VNAV DA | 1634-1¾ 493 (500-1¾) | | | |
| LNAV MDA | 1660/50 519 (500-1) | | 1660-1½ 519 (500-1½) | 1660-1¾ 519 (500-1¾) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

| WAAS CH 86226 W10D | APP CRS 100° | Rwy ldg 11500<br>TDZE 1135<br>Apt Elev 1203 |
|---|---|---|

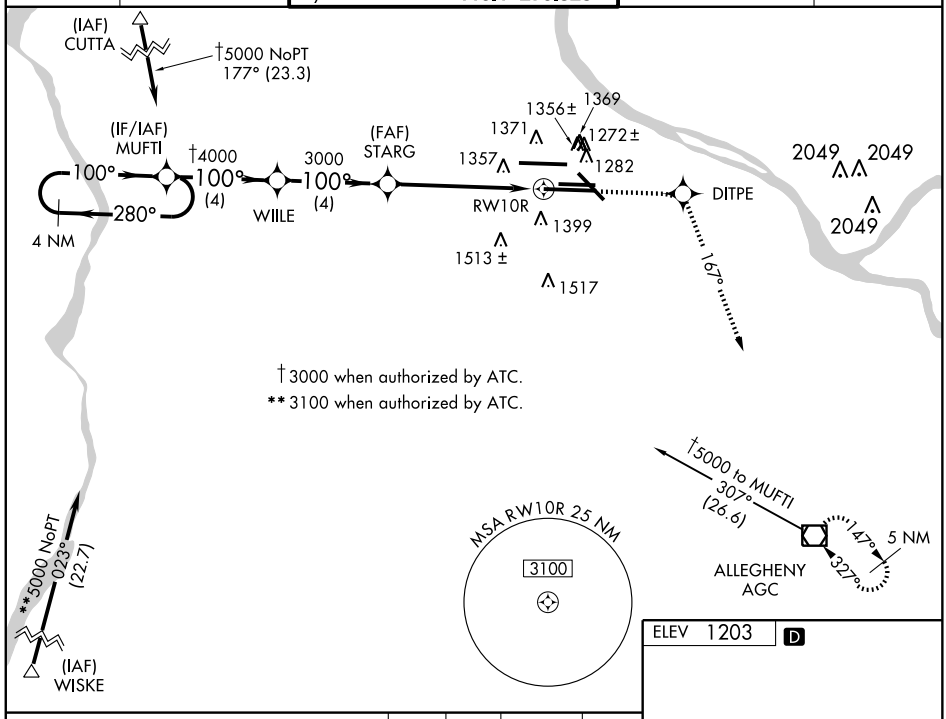
# RNAV (GPS) Y RWY 10R
## PITTSBURGH INTL (PIT)

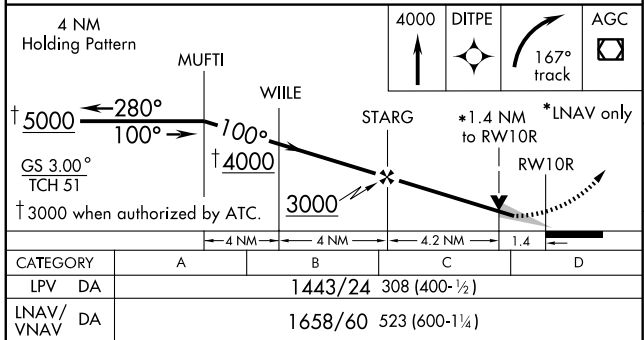
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

ALSF-2

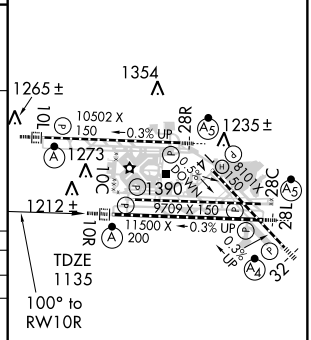
MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1443/24 308 (400-½) | | | |
| LNAV/VNAV DA | 1658/60 523 (600-1¼) | | | |
| LNAV MDA | 1620/24 485 (500-½) | | 1620/40 485 (500-¾) | 1620/50 485 (500-1) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

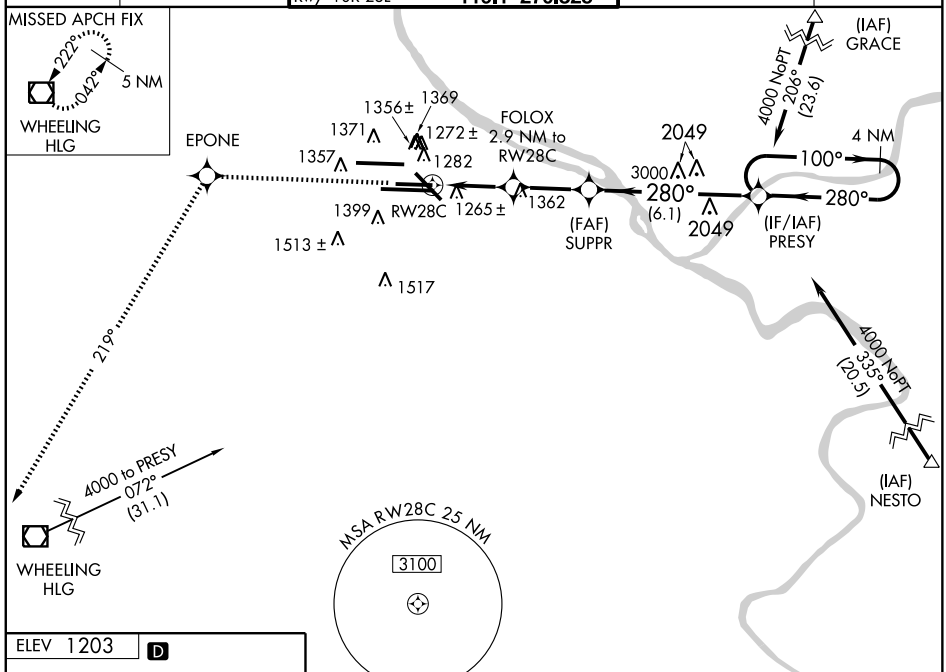
| WAAS CH 45527 W28A | APP CRS 280° | Rwy ldg 9709<br>TDZE 1134<br>Apt Elev 1203 |
|---|---|---|

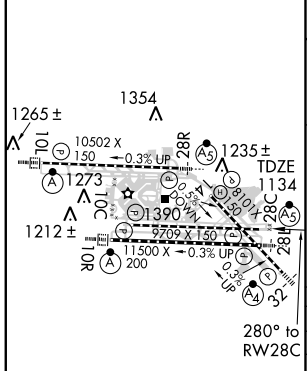
# RNAV (GPS) Y RWY 28C
## PITTSBURGH INTL (PIT)

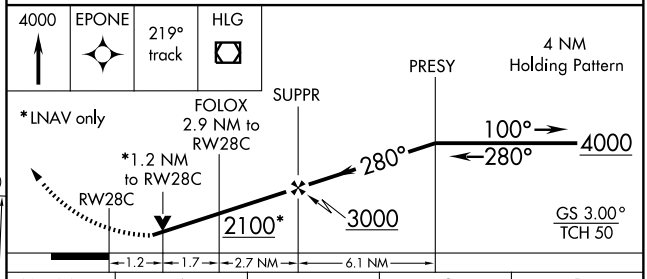
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1471/60 337 (300-1¼) | | | |
| LNAV/VNAV DA | 1545-1½ 411 (400-1½) | | | |
| LNAV MDA | 1580/50 446 (400-1) | | 1580/60 446 (400-1¼) | 1580-1½ 446 (400-1½) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97326 W28B | APP CRS 280° | Rwy ldg 11500<br>TDZE 1125<br>Apt Elev 1203 |
|---|---|---|

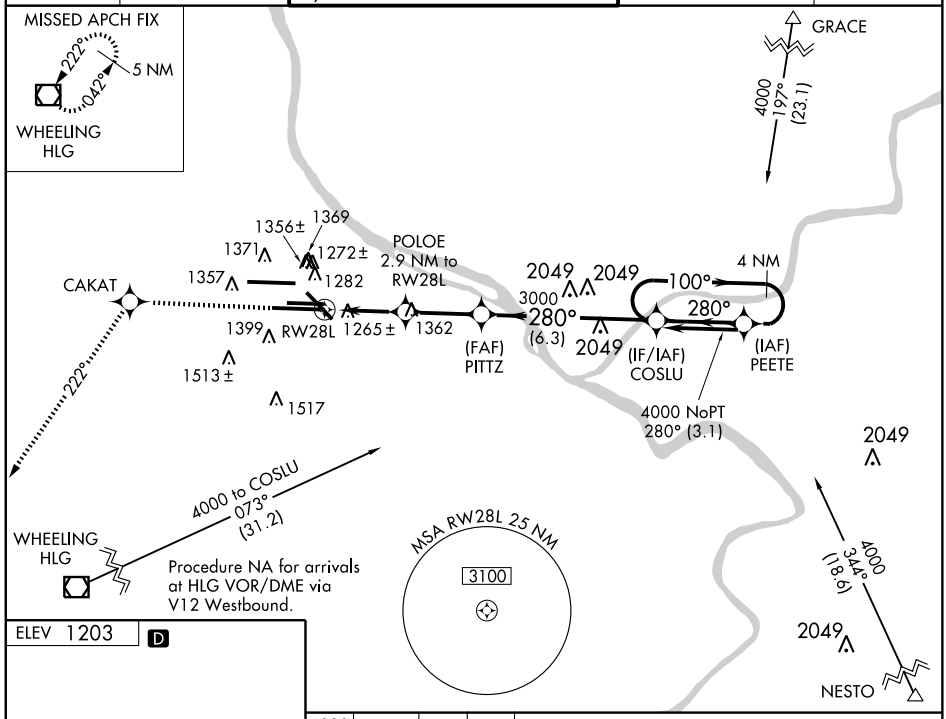
# RNAV (GPS) Y RWY 28L
## PITTSBURGH INTL (PIT)

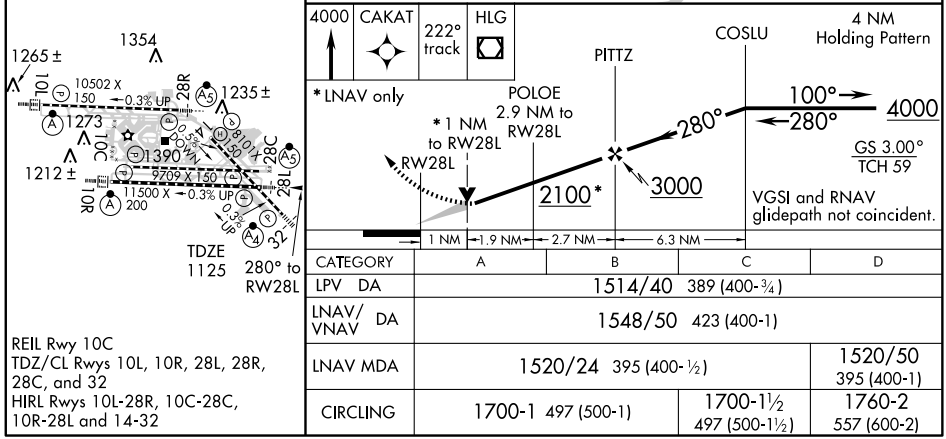
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1514/40 389 (400-¾) | | | |
| LNAV/VNAV DA | 1548/50 423 (400-1) | | | |
| LNAV MDA | 1520/24 395 (400-½) | | | 1520/50 395 (400-1) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 40027 W28D | APP CRS 280° | Rwy ldg 10102 TDZE 1174 Apt Elev 1203 |
|---|---|---|

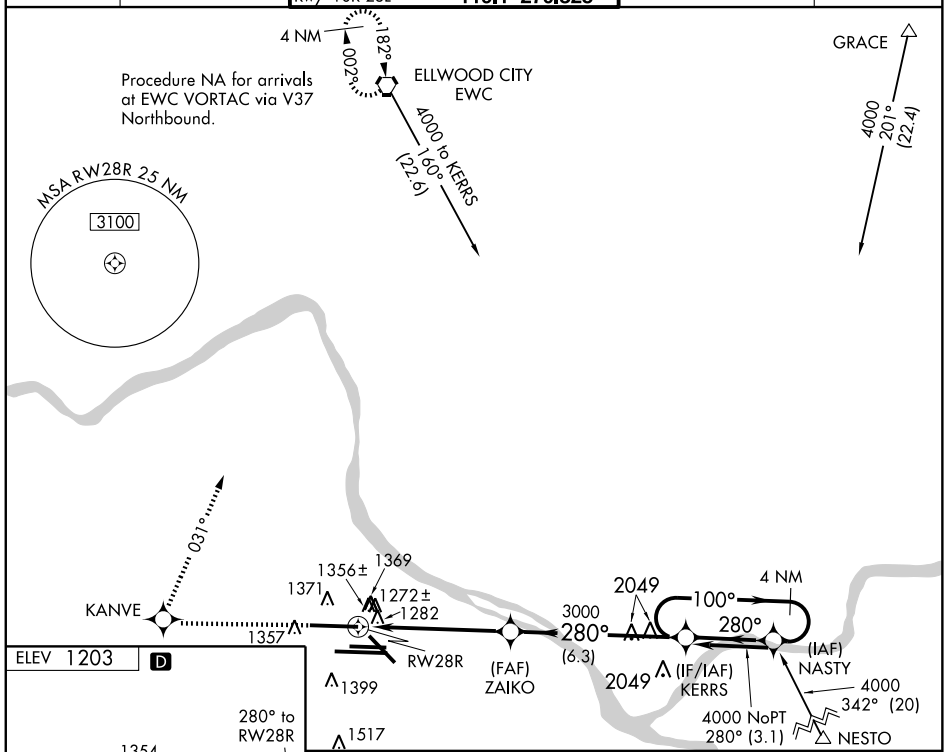
# RNAV (GPS) Y RWY 28R
## PITTSBURGH INTL (PIT)

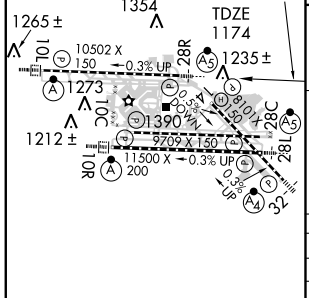
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

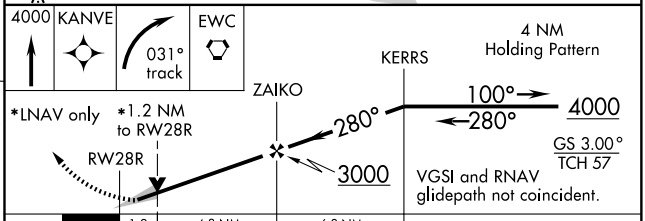
MALSR

MISSED APPROACH: Climb to 4000 direct KANVE and right turn via 031° track to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25<br>DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7<br>Rwys 10C-28C, 14-32 135.025 270.325<br>Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6<br>NORTH 127.8 348.6 | 126.75 353.7 |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1453/24 279 (300-½) | | | |
| LNAV/VNAV DA | 1710/60 536 (600-1¼) | | | |
| LNAV MDA | 1640/24 466 (500-½) | | 1640/40 466 (500-¾) | 1640/50 466 (500-1) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

| WAAS CH 70326 W32A | APP CRS 324° | Rwy ldg 8101 TDZE 1123 Apt Elev 1203 |
|---|---|---|

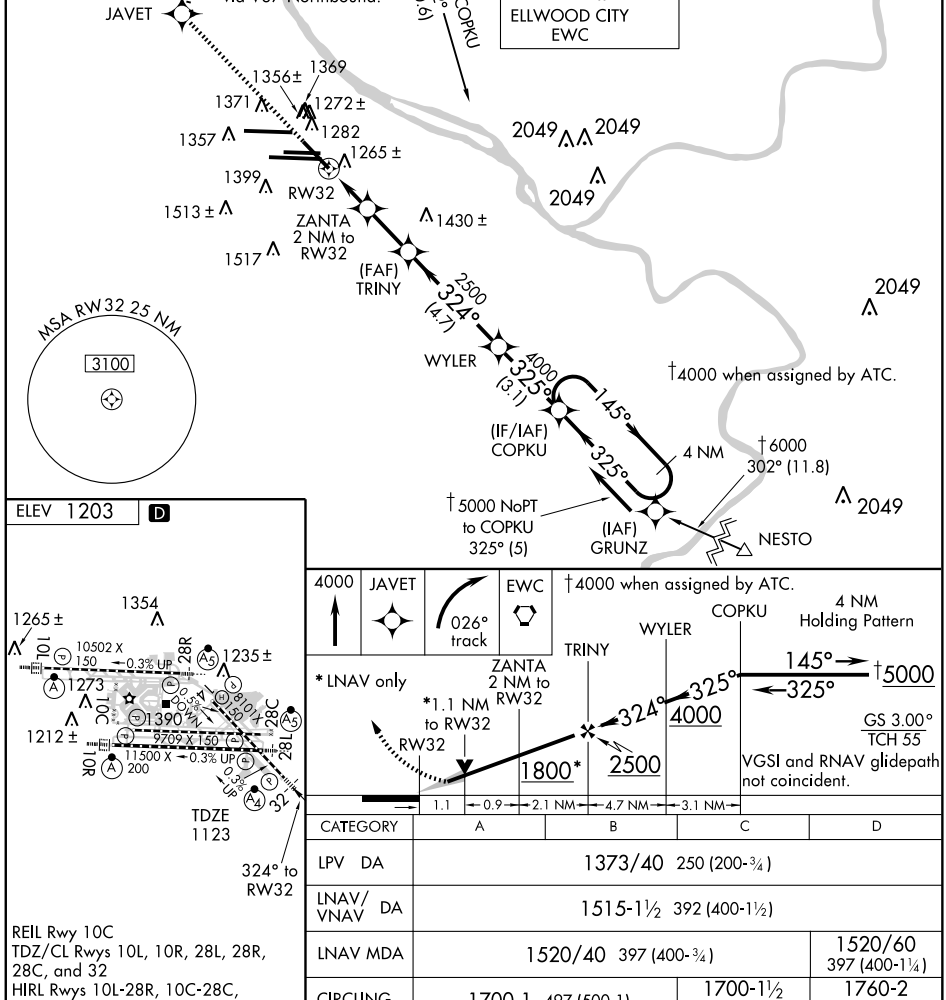
# RNAV (GPS) Y RWY 32
## PITTSBURGH INTL (PIT)

T Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C 114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

MALS

MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 DEP 135.9 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7; Rwys 10C-28C, 14-32 135.025 270.325; Rwy 10R-28L 119.1 270.325 | SOUTH 121.9 348.6; NORTH 127.8 348.6 | 126.75 353.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1373/40 250 (200-¾) | | | |
| LNAV/VNAV DA | 1515-1½ 392 (400-1½) | | | |
| LNAV MDA | 1520/40 397 (400-¾) | | | 1520/60 397 (400-1¼) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

NE-4. 14 JAN 2010 to 11 FEB 2010

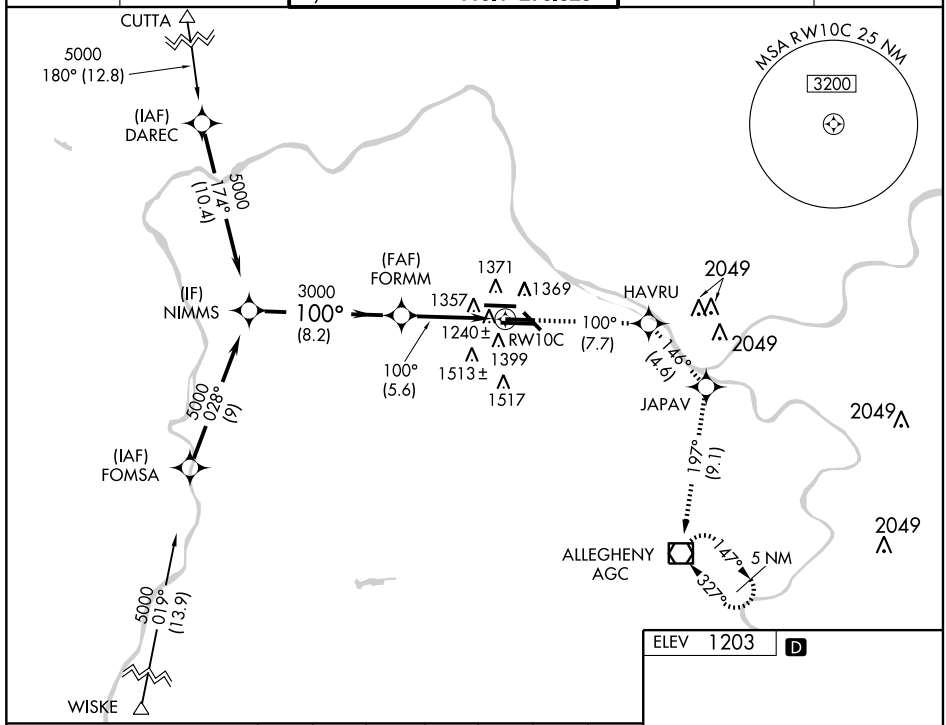
| APP CRS | Rwy ldg | 9709 |
|---|---|---|
| 100° | TDZE | 1141 |
| | Apt Elev | 1203 |

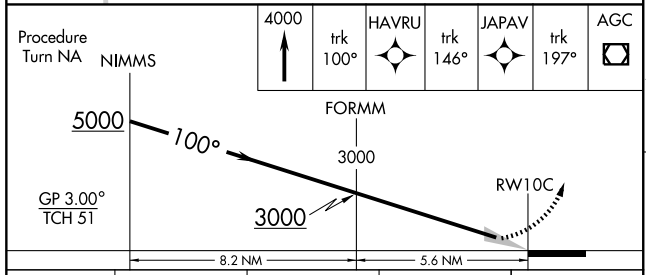
# RNAV (RNP) Z RWY 10C
## PITTSBURGH INTL (PIT)

GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

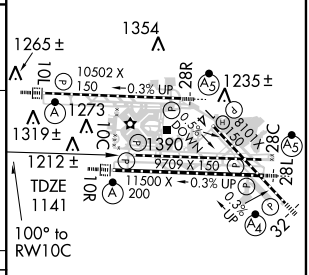
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1540-1½ | 399 (400-1½) | | |
| RNP 0.20 DA | 1566-1½ | 425 (400-1½) | | |
| RNP 0.30 DA | 1669-1¾ | 528 (500-1¾) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| APP CRS | Rwy ldg | 11500 |
|---|---|---|
| 100° | TDZE | 1135 |
| | Apt Elev | 1203 |

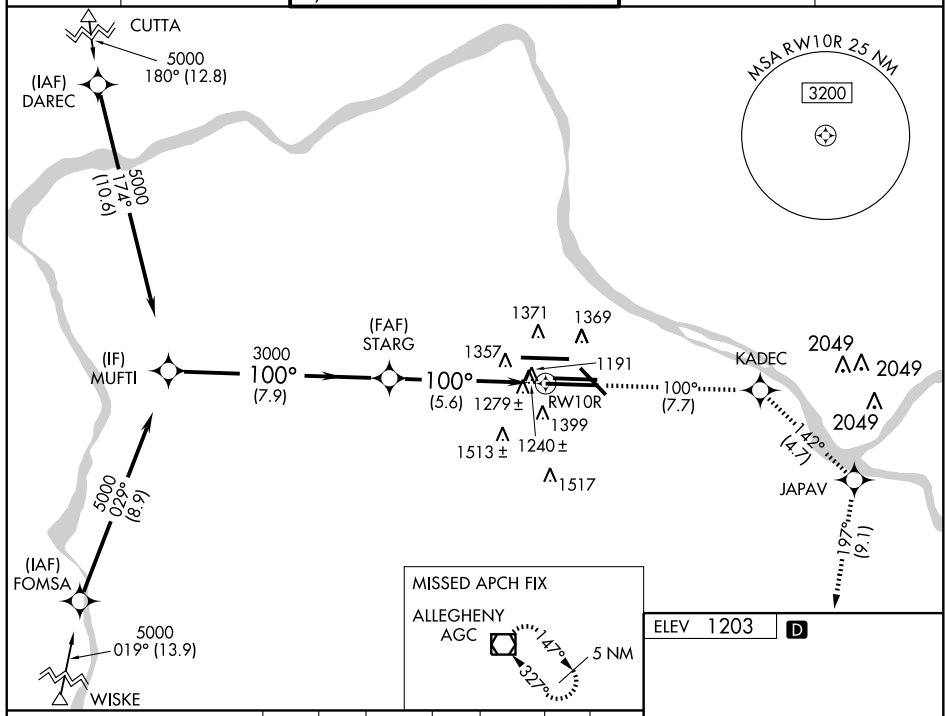
# RNAV (RNP) Z RWY 10R
## PITTSBURGH INTL (PIT)

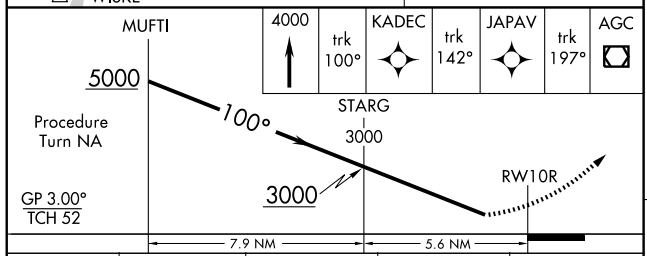
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

| ATIS | | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|
| ARR | 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 |
| DEP | 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | |
| | | | Rwy 10R-28L | 119.1 270.325 | | | |

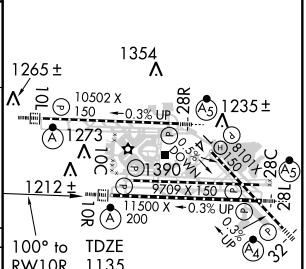



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | 1511/40 376 (400-¾) | | | |
| RNP 0.20 DA | 1558/50 423 (400-1) | | | |
| RNP 0.30 DA | 1745-1¾ 610 (600-1¾) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

ELEV 1203 D




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 14 JAN 2010 to 11 FEB 2010

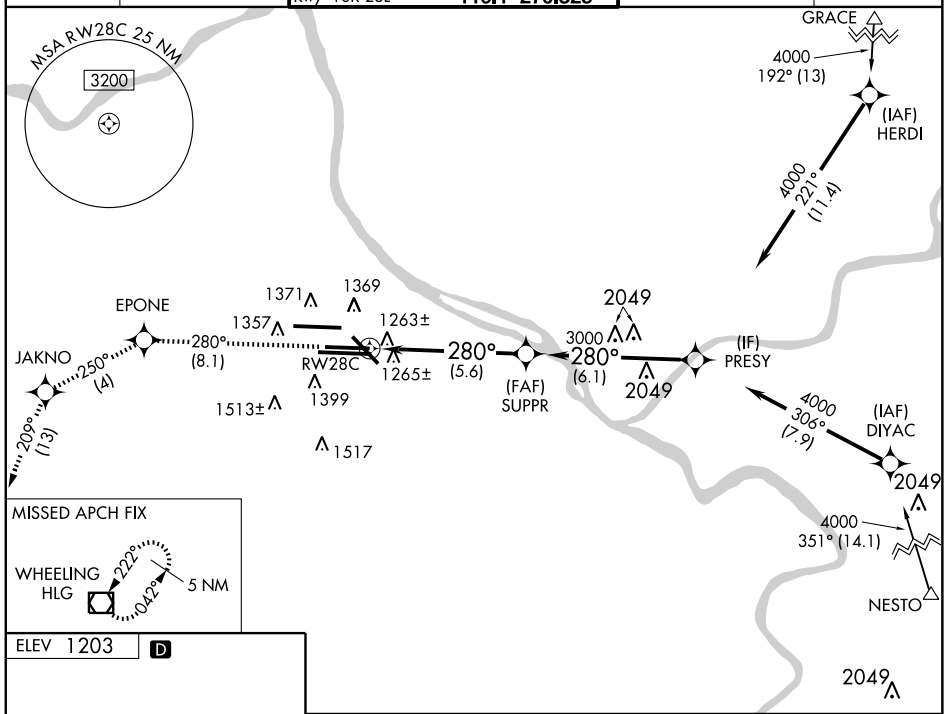
| APP CRS | Rwy ldg | 9709 |
|---|---|---|
| 280° | TDZE | 1134 |
| | Apt Elev | 1203 |

# RNAV (RNP) Z RWY 28C
## PITTSBURGH INTL (PIT)

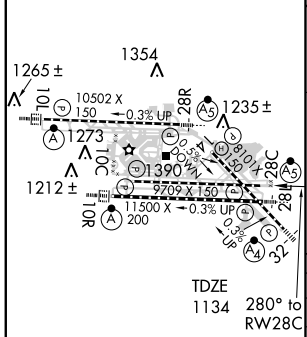
For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Visibility reduction by helicopters NA.

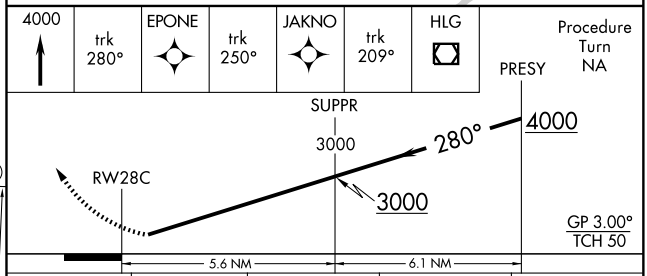
MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




ELEV 1203 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | | 1527/60 | 393 (400-1¼) | |
| RNP 0.16 DA | | 1531-1½ | 397 (400-1½) | |
| RNP 0.30 DA | | 1576-1½ | 442 (400-1½) | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

| APP CRS | Rwy ldg | 11500 |
|---|---|---|
| 280° | TDZE | 1125 |
| | Apt Elev | 1203 |

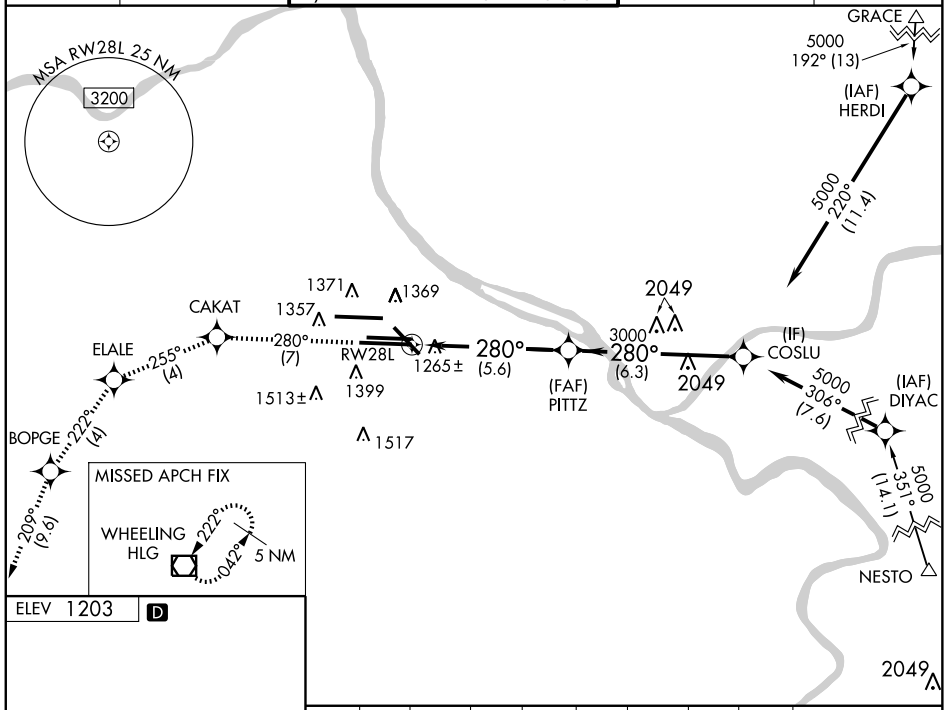
# RNAV (RNP) Z RWY 28L
## PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

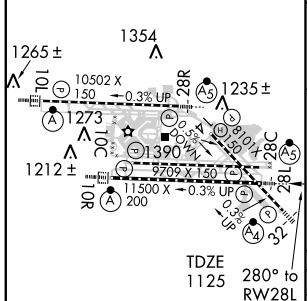
MALSR

MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

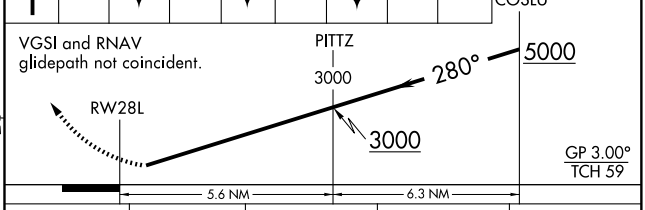



ELEV 1203 D




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| 4000 | trk 280° | CAKAT | trk 255° | ELALE | trk 222° | BOPGE | trk 209° | HLG | Procedure Turn NA |
|---|---|---|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA | 1524/50 | | 399 (400-1) | |
| RNP 0.30 DA | 1569/50 | | 444 (400-1) | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

| APP CRS | Rwy ldg | 10102 |
|---|---|---|
| 280° | TDZE | 1174 |
| | Apt Elev | 1203 |

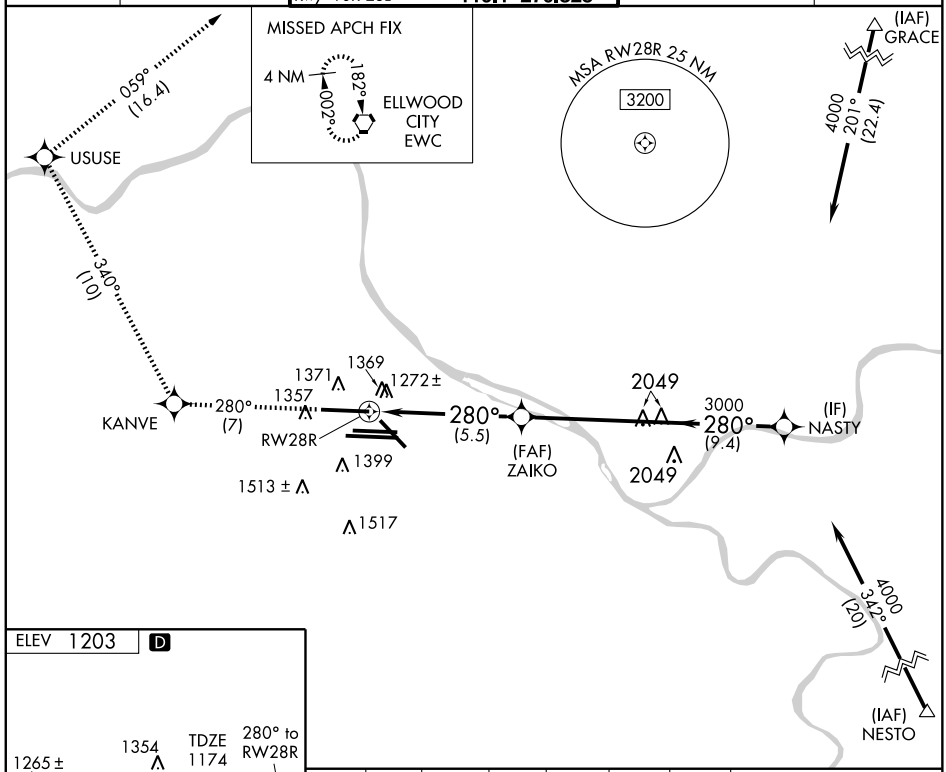
# RNAV (RNP) Z RWY 28R
## PITTSBURGH INTL (PIT)

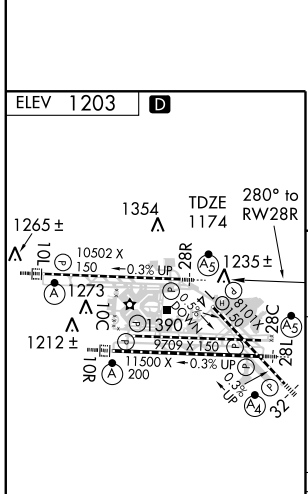
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

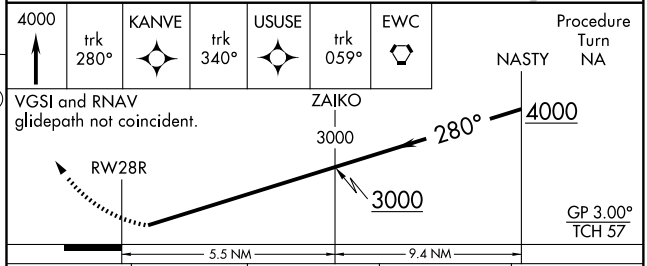
MALSR

MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | |
| | | Rwy 10R-28L | 119.1 270.325 | | | |




VGSI and RNAV glidepath not coincident.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1621/50 447 (500-1) | | | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 8101 |
|---|---|---|
| 324° | TDZE | 1123 |
| | Apt Elev | 1203 |

# RNAV (RNP) Z RWY 32

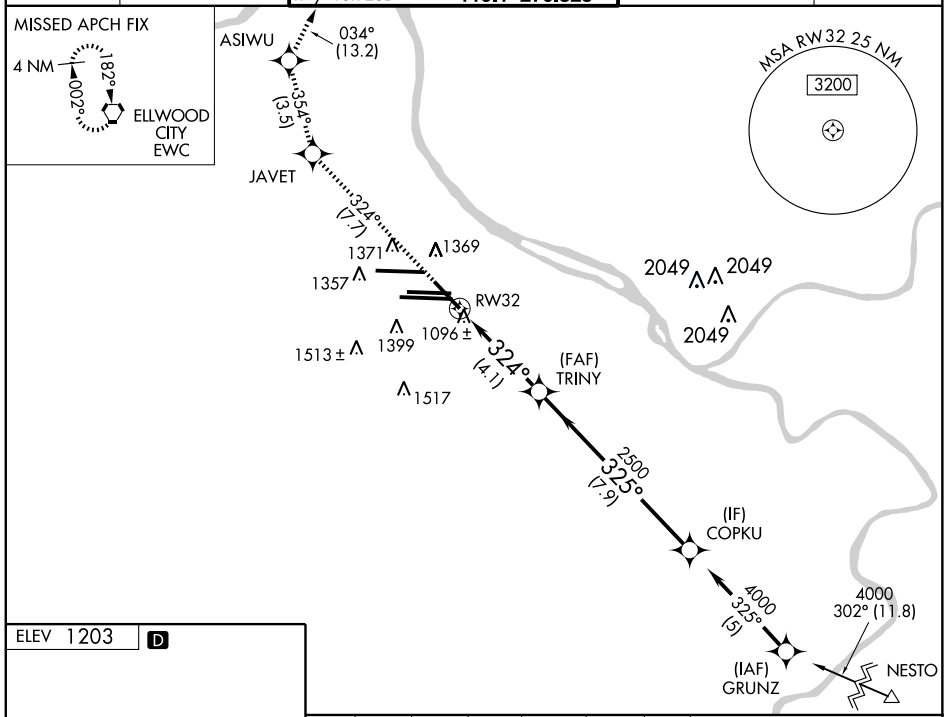
## PITTSBURGH INTL (PIT)

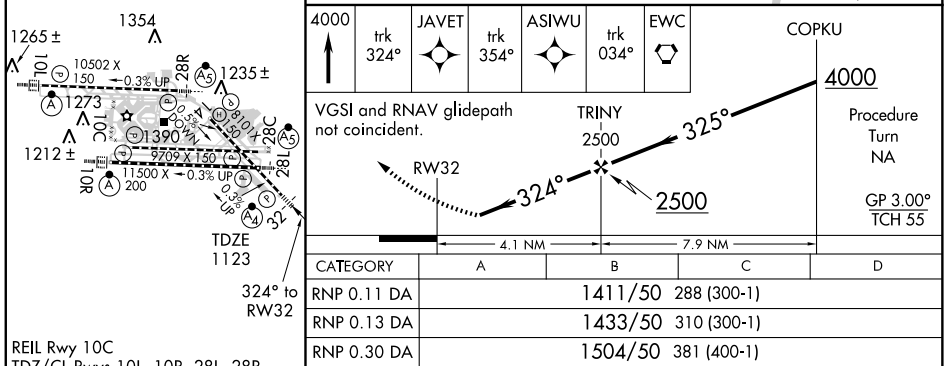
For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

| ATIS | | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|
| ARR 127.25 | | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | |
| | | | Rwy 10R-28L | 119.1 270.325 | | | |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

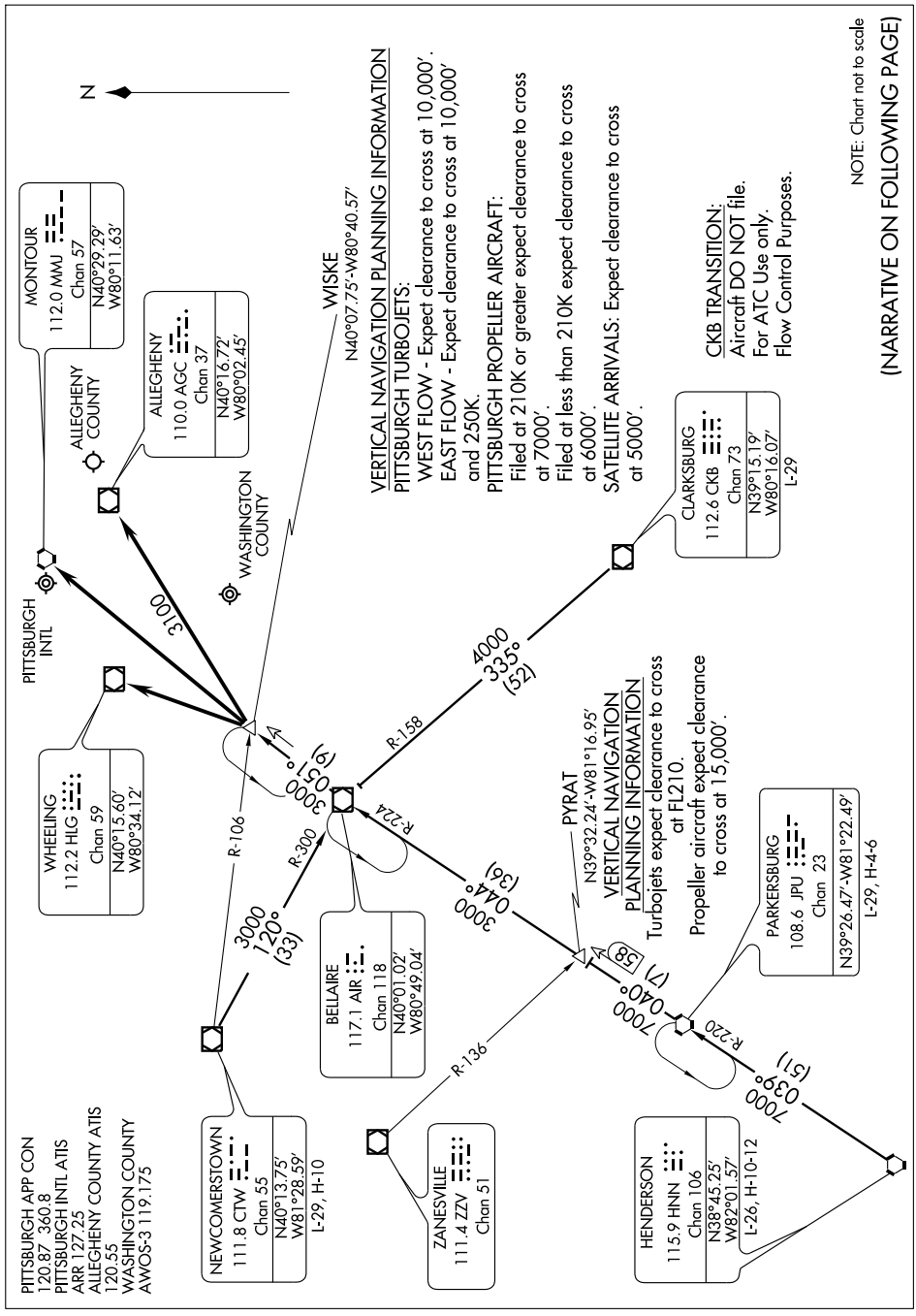
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1411/50 288 (300-1) | | | |
| RNP 0.13 DA | 1433/50 310 (300-1) | | | |
| RNP 0.30 DA | 1504/50 381 (400-1) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

# WISKE THREE ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 2704 |
|---|---|---|
| 259° | TDZE | 256 |
| | Apt Elev | 256 |

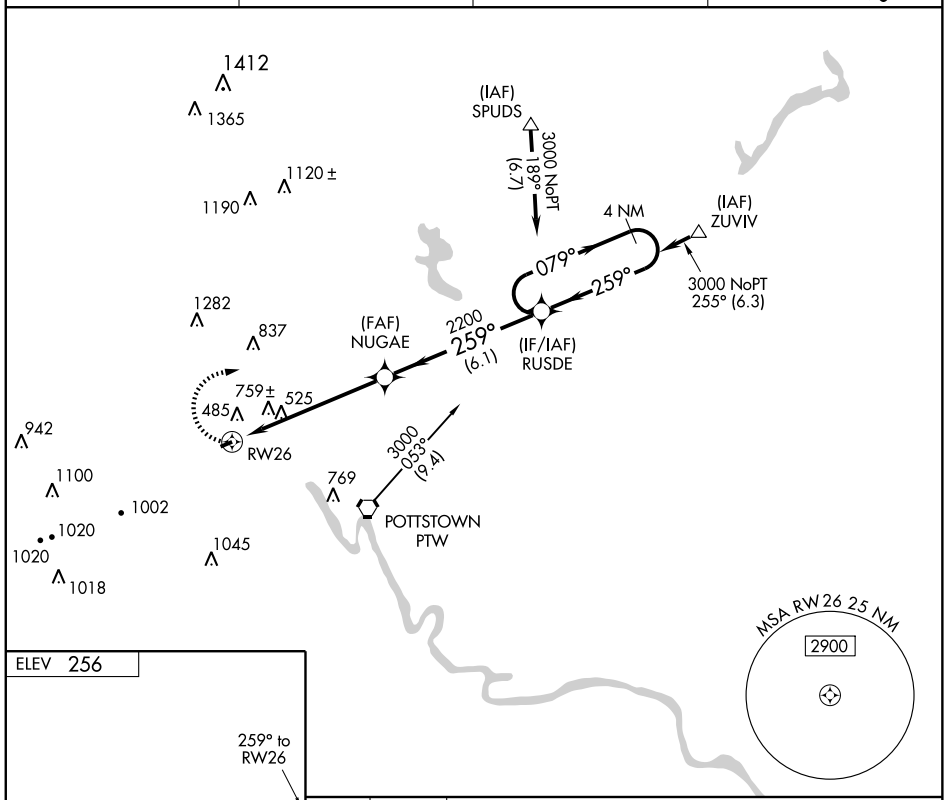
# RNAV (GPS) RWY 26
## POTTSTOWN MUNI (N47)

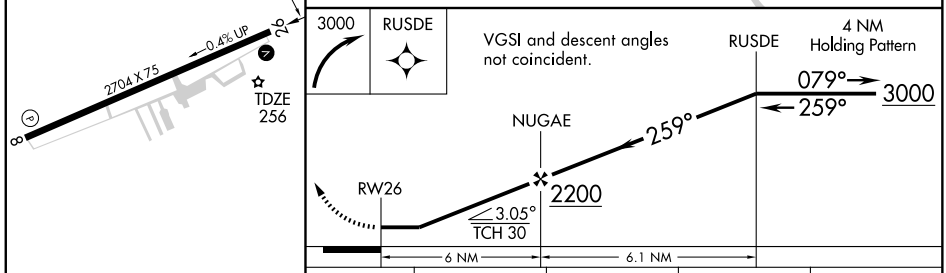
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

| HERITAGE FIELD ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1<br>784 (800-1) | 1040-1¼<br>784 (800-1¼) | 1040-2¼<br>784 (800-2¼) | NA |
| CIRCLING | 1040-1<br>784 (800-1) | 1040-1¼<br>784 (800-1¼) | 1080-2½<br>824 (900-2½) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26

| VORTAC PTW 116.5 Chan 112 | APP CRS 303° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 256 |
|---|---|---|

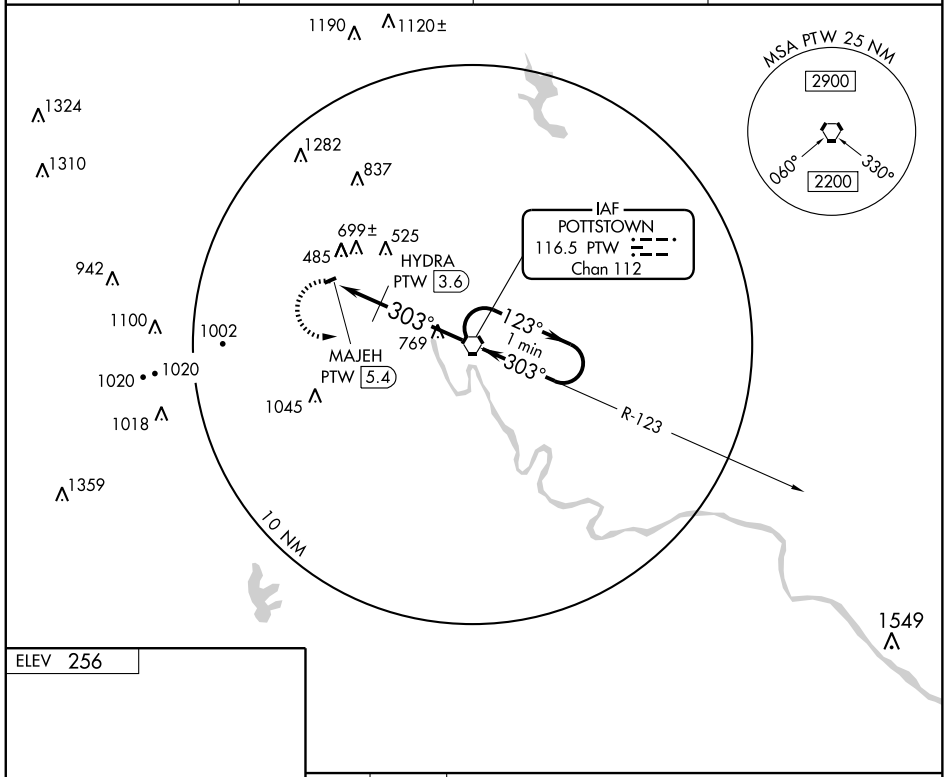
# VOR-B
## POTTSTOWN MUNI (N47)

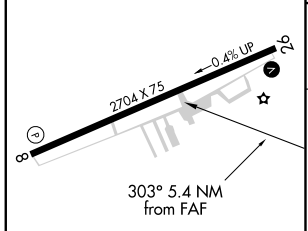
Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

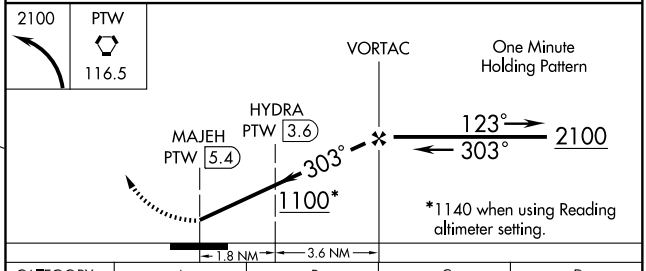
| HERITAGE FIELD ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.8 (CTAF) L |




REIL Rwys 8 and 26 L
MIRL Rwy 8-26

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1<br>844 (900-1) | 1100-1¼<br>844 (900-1¼) | 1100-2½<br>844 (900-2½) | NA |
| HYDRA FIX MINIMUMS | | | | |
| CIRCLING | 1020-1<br>764 (800-1) | 1020-1¼<br>764 (800-1¼) | 1080-2¼<br>824 (900-2¼) | NA |

| APP CRS | Rwy ldg | 3371 |
|---|---|---|
| 096° | TDZE | 309 |
| | Apt Elev | 309 |

# GPS RWY 10

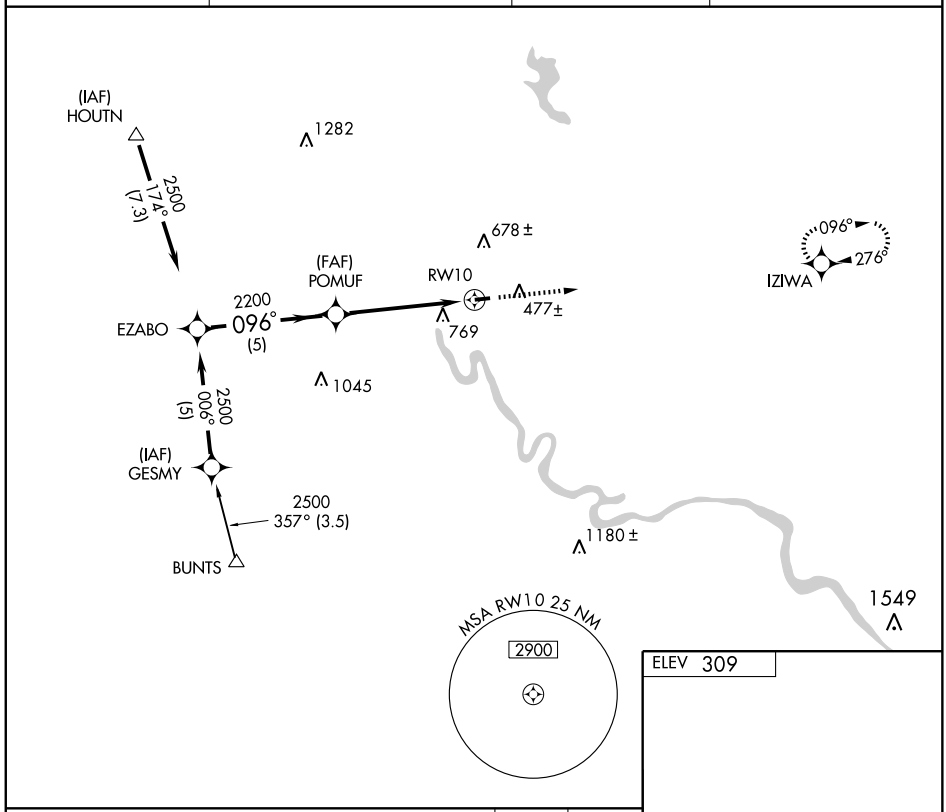
## POTTSTOWN/ HERITAGE FIELD (PTW)

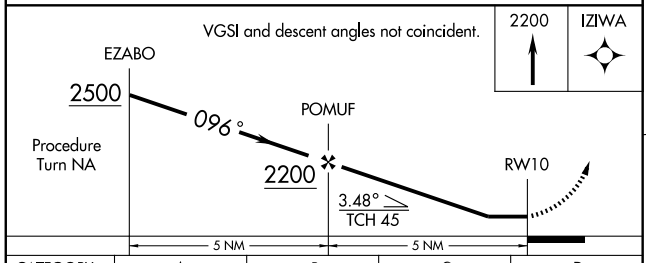
NA

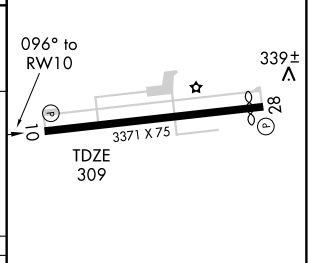
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1080-1<br>771 (800-1) | 1080-1¼<br>771 (800-1¼) | 1080-2¼<br>771 (800-2¼) | NA |
| CIRCLING | 1080-1<br>771 (800-1) | 1080-1¼<br>771 (800-1¼) | 1080-2¼<br>771 (800-2¼) | NA |

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4. 14 JAN 2010 to 11 FEB 2010

# GPS RWY 28

## POTTSTOWN/HERITAGE FIELD (PTW)

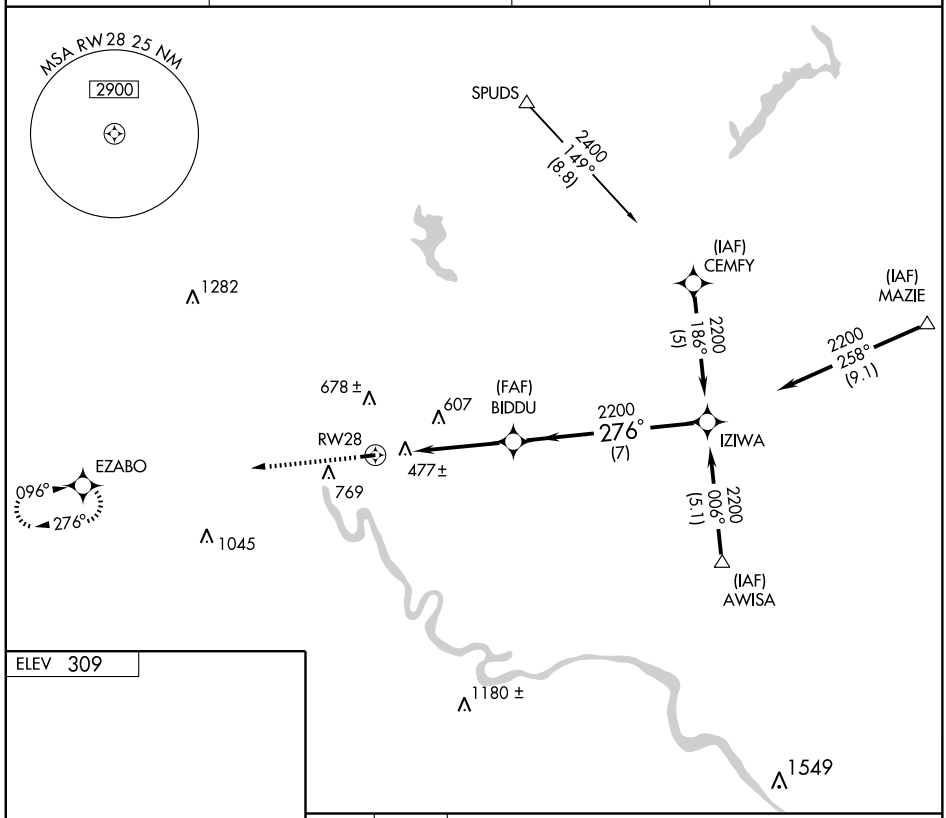
| APP CRS | Rwy ldg | 3171 |
|---|---|---|
| 276° | TDZE | 309 |
| | Apt Elev | 309 |

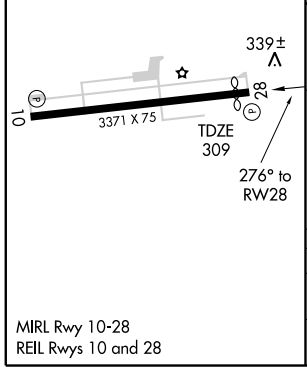
NA

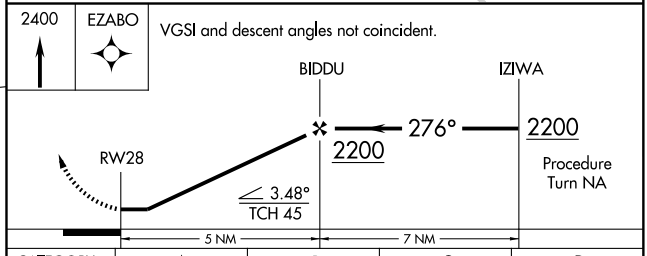
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 880-1 571 (600-1) | | 880-1½ 571 (600-1½) | NA |
| CIRCLING | 880-1 571 (600-1) | | 880-1½ 571 (600-1½) | NA |

MIRL Rwy 10-28
REIL Rwys 10 and 28

| LOC I-PTW | APP CRS | Rwy ldg | 3171 |
|---|---|---|---|
| 108.3 | 276° | TDZE | 309 |
| | | Apt Elev | 309 |

# LOC RWY 28

## POTTSTOWN/HERITAGE FIELD (PTW)

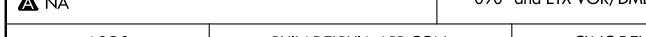
NA

Circling NA south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |







MIRL Rwy 10-28
REIL Rwys 10 and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 760-1 | 451 (500-1) | 760-1¼ 451 (500-1¼) | NA |
| CIRCLING | 860-1 | 551 (600-1) | 860-1½ 551 (600-1½) | NA |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| VORTAC PTW | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 116.5 | 211° | TDZE | N/A |
| Chan 112 | | Apt Elev | 309 |

# VOR/DME-A

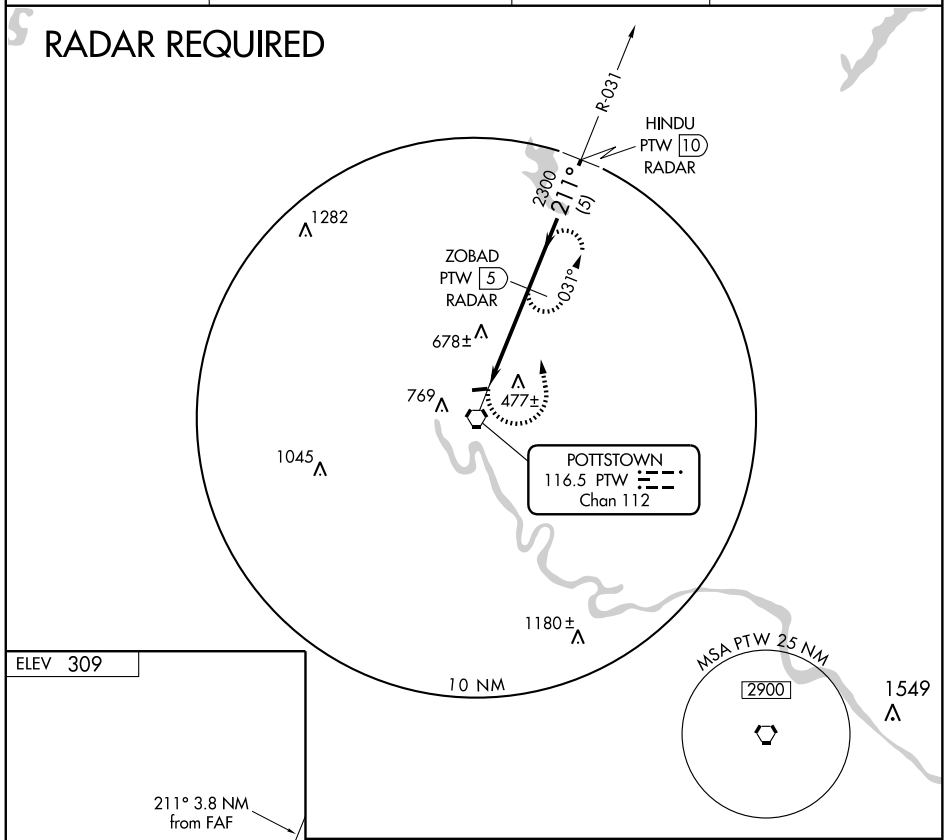
## POTTSTOWN/HERITAGE FIELD (PTW)

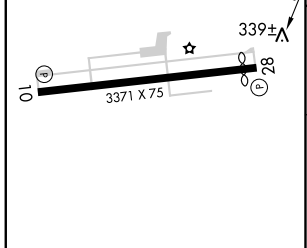
NA

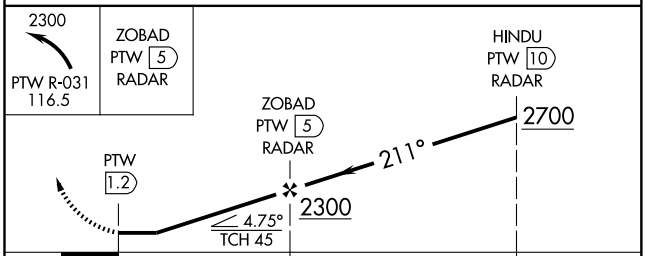
Circling NA southwest of Rwy 10-28.

MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1 631 (700-1) | | 940-1¾ 631 (700-1¾) | NA |

MIRL Rwy 10-28
REIL Rwys 10 and 28

| WAAS CH 61214 W11A | APP CRS 110° | Rwy ldg 4594<br>TDZE 1729<br>Apt Elev 1729 |
|---|---|---|

# RNAV (GPS) RWY 11

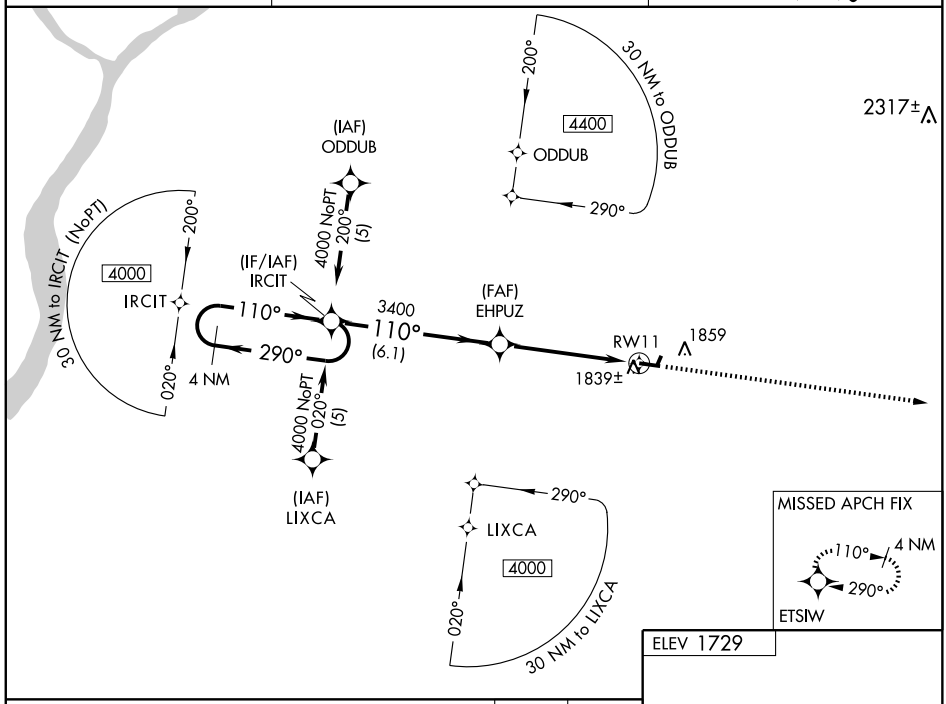
## POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

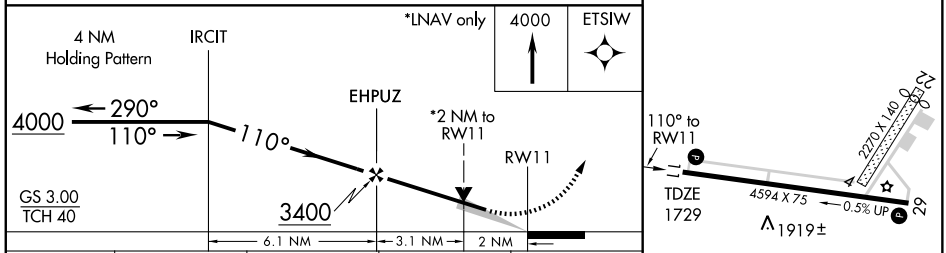
NA

DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile.
VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.57 | 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2179-1½ 450 (500-1½) | | | |
| LNAV/VNAV DA | 2309-2 580 (600-2) | | | |
| LNAV MDA | 2420-1 691 (700-1) | | 2420-2 691 (700-2) | 2420-2¼ 691 (700-2¼) |
| CIRCLING | 2480-1 751 (800-1) | 2480-1¼ 751 (800-1¼) | 2480-2¼ 751 (800-2¼) | 2480-2½ 751 (800-2½) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 63014 W29A | APP CRS 290° | Rwy ldg 4594<br>TDZE 1724<br>Apt Elev 1729 |
|---|---|---|

# RNAV (GPS) RWY 29

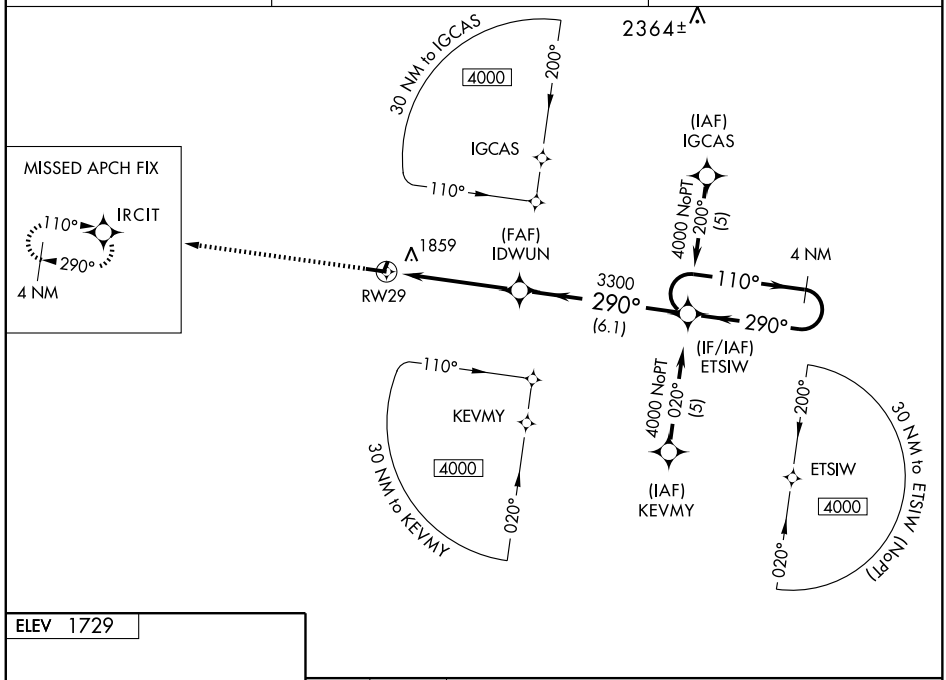
## POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

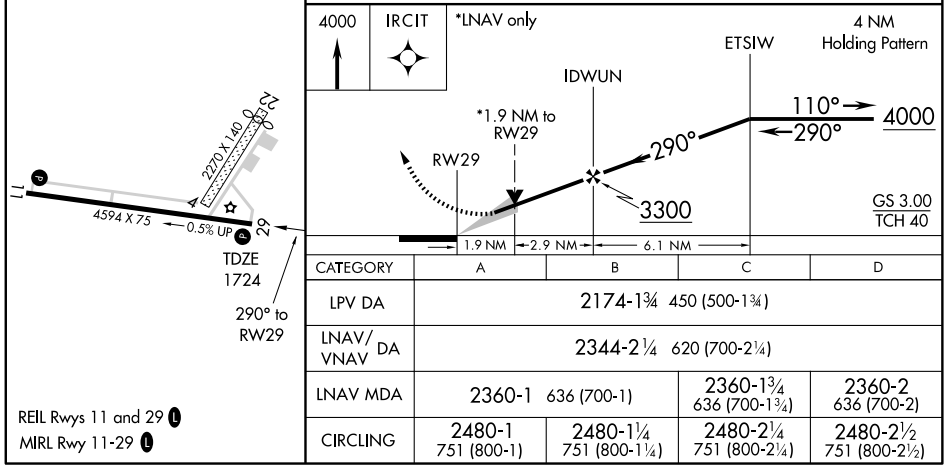
T
A NA

DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1¾ mile, LNAV Cat A/B ¼ mile, Cat C/D 1 mile, circling Cat A/B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.57 | 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2174-1¾ 450 (500-1¾) | | | |
| LNAV/VNAV DA | 2344-2¼ 620 (700-2¼) | | | |
| LNAV MDA | 2360-1 636 (700-1) | | 2360-1¾ 636 (700-1¾) | 2360-2 636 (700-2) |
| CIRCLING | 2480-1 751 (800-1) | 2480-1¼ 751 (800-1¼) | 2480-2¼ 751 (800-2¼) | 2480-2½ 751 (800-2½) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC RAV | APP CRS | Rwy ldg | 2270 |
|---|---|---|---|
| 114.6 | 060° | TDZE | 1716 |
| Chan 93 | | Apt Elev | 1734 |

# VOR or GPS RWY 4

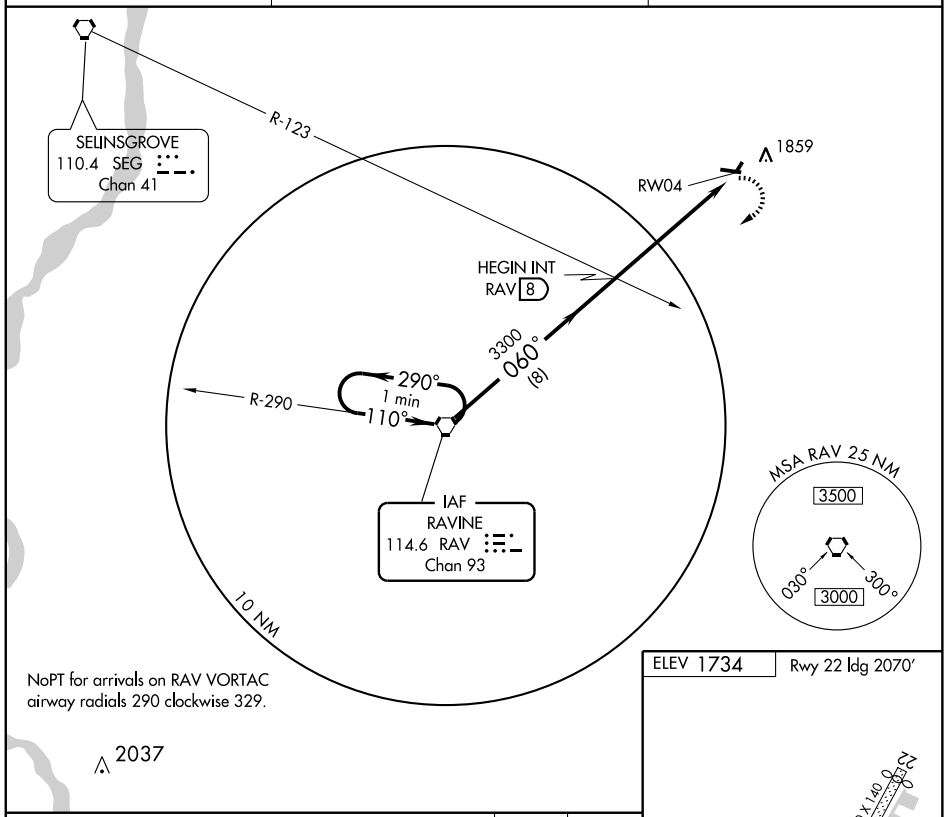
## POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

Straight in minimums not authorized at night.

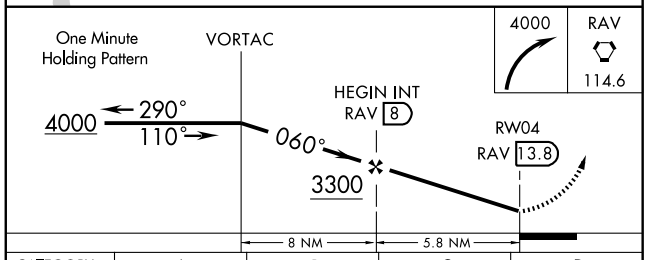
NA

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

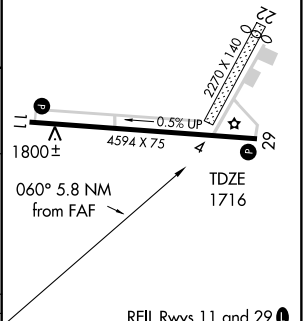
| AWOS-3 | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.57 | 118.25 269.45 | 122.8 (CTAF) L |




NoPT for arrivals on RAV VORTAC airway radials 290 clockwise 329.




ELEV 1734 Rwy 22 ldg 2070′




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2300-1 584 (600-1) | | 2300-1½ 584 (600-1½) | 2300-1¾ 584 (600-1¾) |
| CIRCLING | 2340-1 606 (700-1) | | 2340-1¾ 606 (700-1¾) | 2340-2 606 (700-2) |

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

NE-4. 14 JAN 2010 to 11 FEB 2010

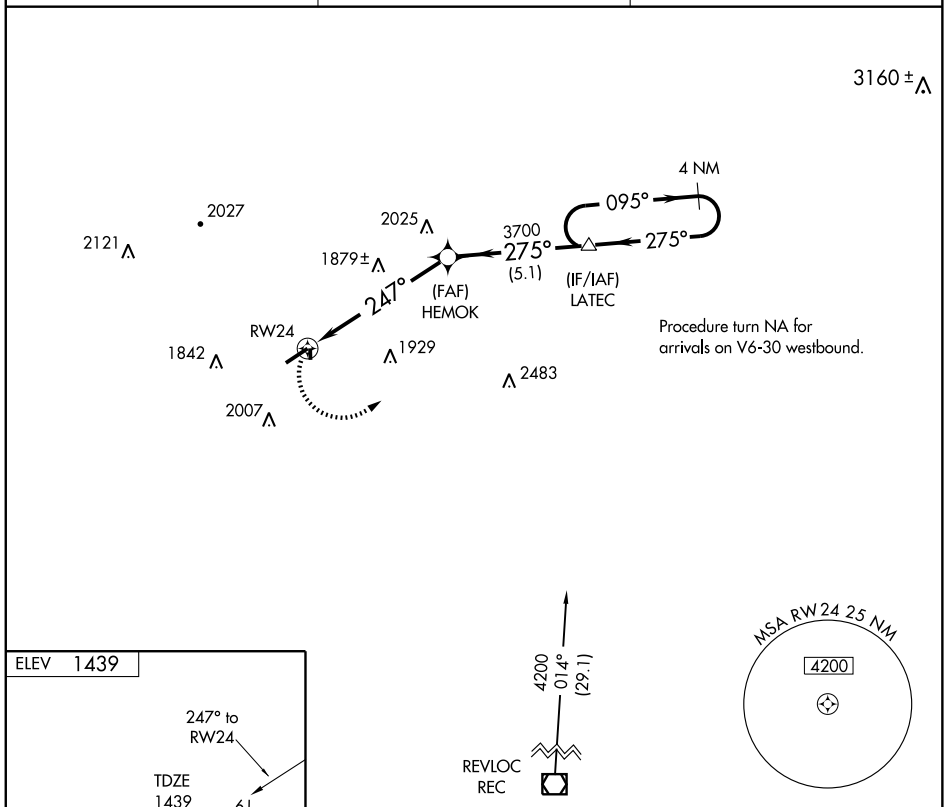
| APP CRS | Rwy ldg | 3003 |
|---|---|---|
| 247° | TDZE | 1439 |
| | Apt Elev | 1439 |

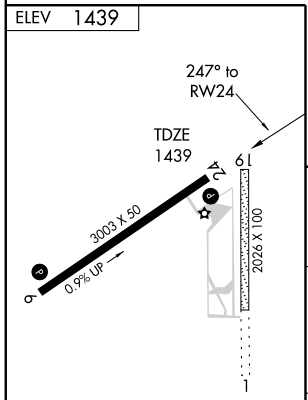
# RNAV (GPS) RWY 24
## PUNXSUTAWNEY MUNI (N35)

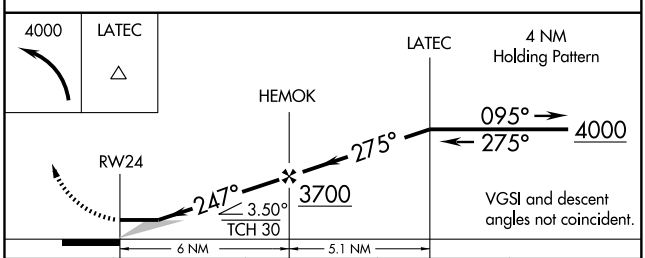
Use Indiana Co-Jimmy Stewart Fld altimeter setting.
Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

| JIMMY STEWART FIELD AWOS-3 126.625 | CLEVELAND CENTER 126.72 291.65 | UNICOM 123.0 (CTAF) L |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1 | 721 (800-1) | NA | |
| CIRCLING | 2160-1 | 721 (800-1) | NA | |

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VOR/DME CIP | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.9 | 120° | TDZE | N/A |
| Chan 76 | | Apt Elev | 1439 |

# VOR/DME-A

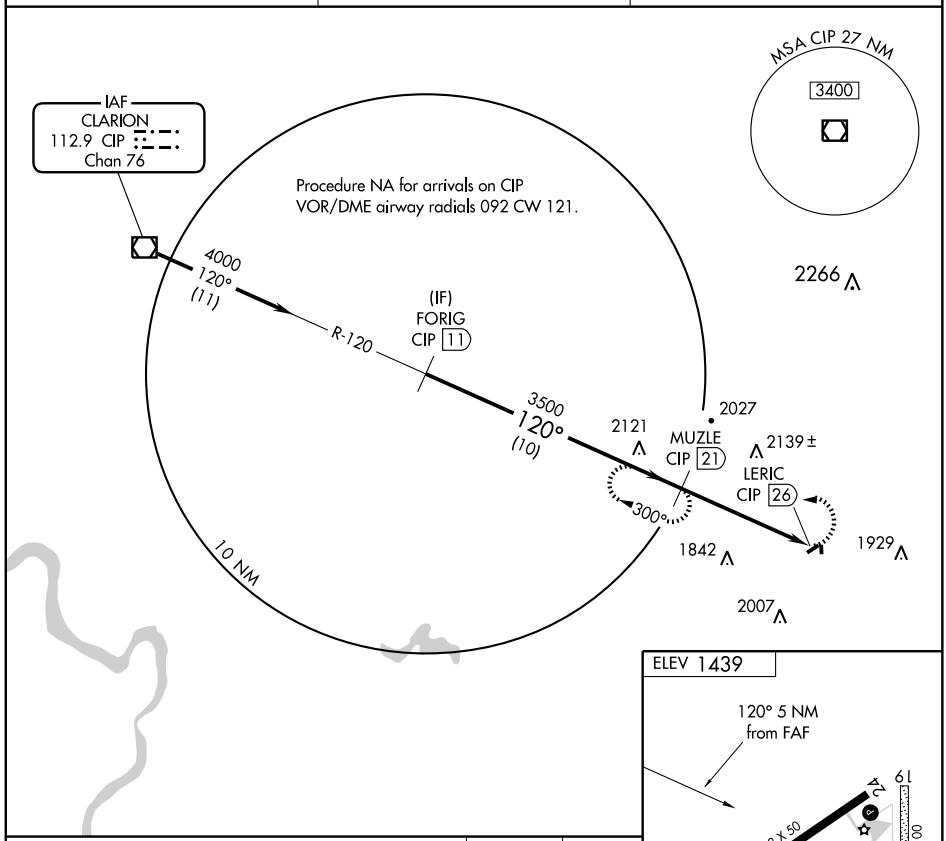
## PUNXSUTAWNEY MUNI (N35)

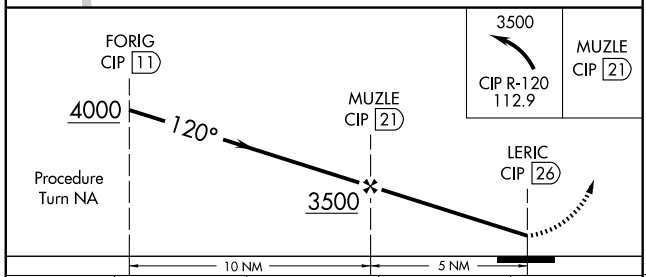
Use Indiana Co-Jimmy Stewart Fld altimeter setting.

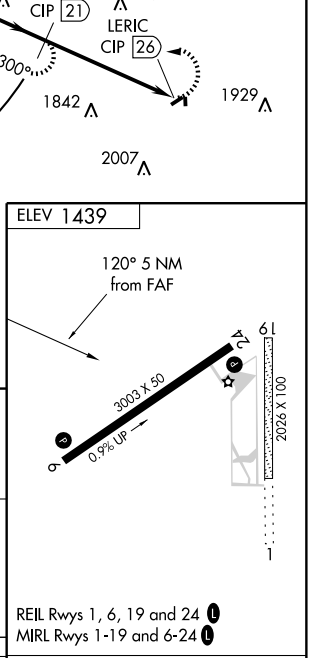
NA

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

| JIMMY STEWART FIELD AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 126.72 291.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2460-1¼ 1021 (1100-1¼) | 2460-1½ 1021 (1100-1½) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-4. 14 JAN 2010 to 11 FEB 2010

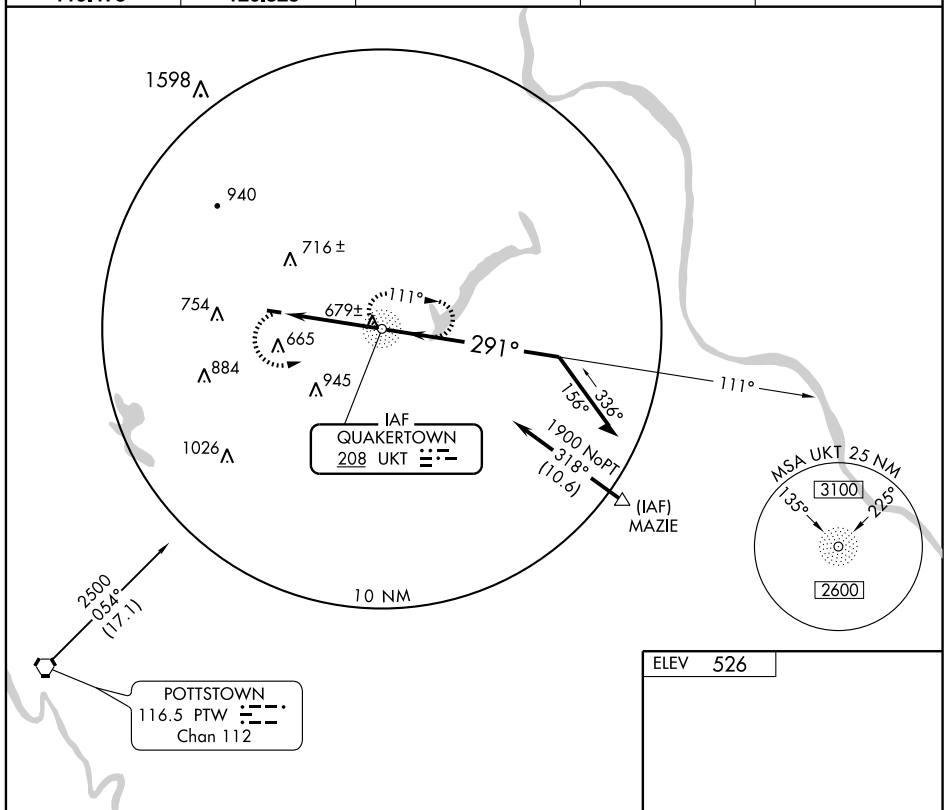
| NDB UKT 208 | APP CRS 291° | Rwy ldg 3201<br>TDZE 526<br>Apt Elev 526 |
|---|---|---|

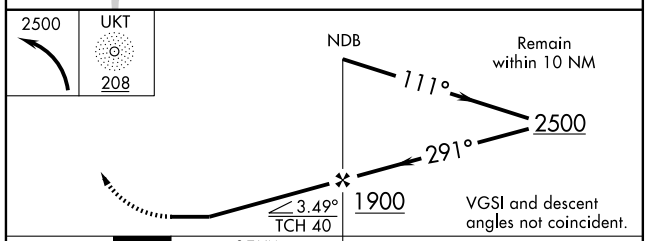
# NDB RWY 29
## QUAKERTOWN (UKT)

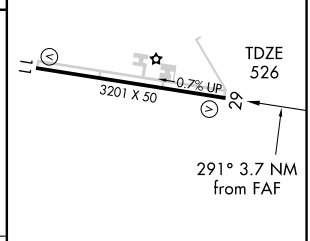
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

| QUAKERTOWN AWOS-3 | PENNRIDGE AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 119.475 | 126.325 | 123.8 291.7 | 118.55 | 122.725 (CTAF) |




MIRL Rwy 11-29

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1000-1 | 474 (500-1) | 1000-1¼<br>474 (500-1¼) | NA |
| CIRCLING | 1000-1 | 474 (500-1) | 1000-1½<br>474 (500-1½) | NA |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

NE-4. 14 JAN 2010 to 11 FEB 2010

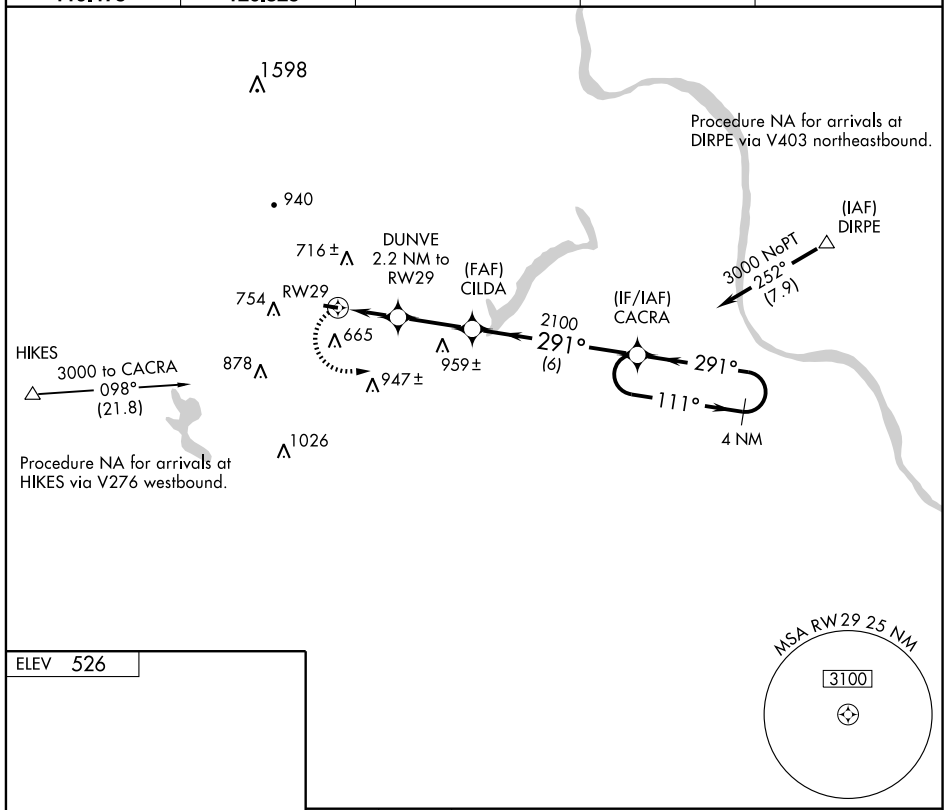
| APP CRS | Rwy ldg | 3201 |
|---|---|---|
| 291° | TDZE | 526 |
| | Apt Elev | 526 |

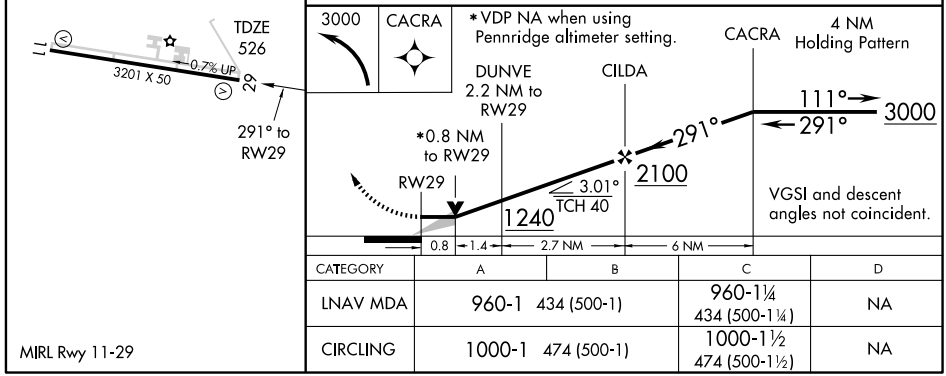
# RNAV (GPS) RWY 29
## QUAKERTOWN (UKT)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

| QUAKERTOWN AWOS-3 | PENNRIDGE AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 119.475 | 126.325 | 123.8 291.7 | 118.55 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 434 (500-1) | | 960-1¼ 434 (500-1¼) | NA |
| CIRCLING | 1000-1 474 (500-1) | | 1000-1½ 474 (500-1½) | NA |

MIRL Rwy 11-29

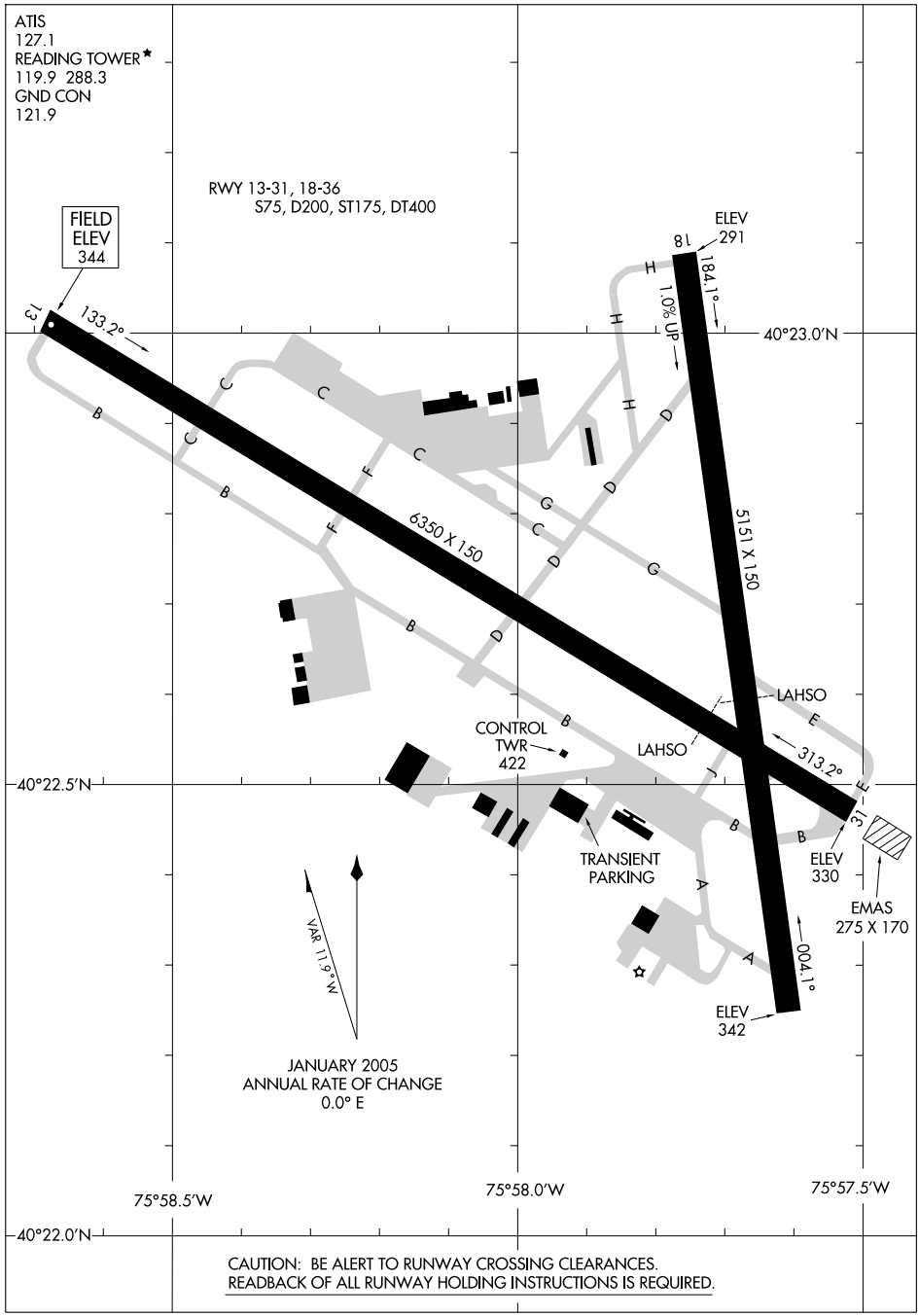
NE-4. 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL / CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-VXO | APP CRS | Rwy ldg 6350 |
|---|---|---|
| 110.55 | 133° | TDZE 344 |
| Chan 42 (Y) | | Apt Elev 344 |

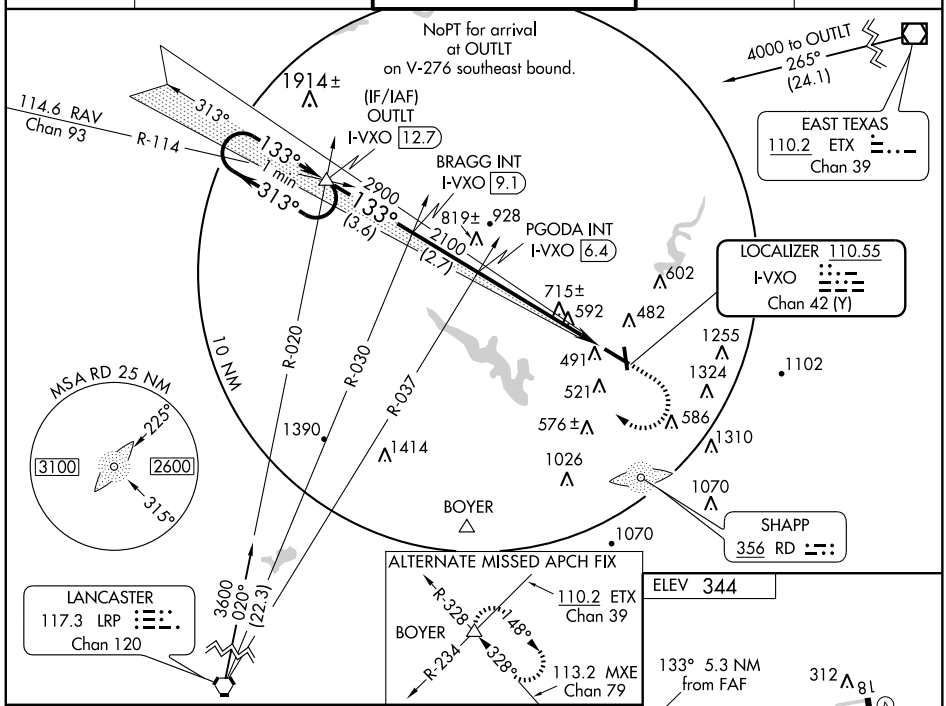
# ILS or LOC RWY 13

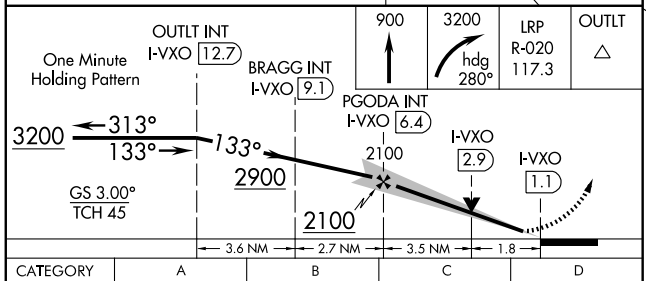
## READING RGNL / CARL A SPAATZ FIELD (RDG)

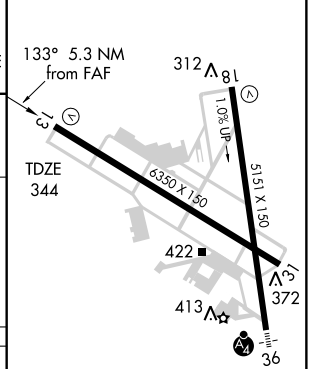
Visibility reduction by helicopters NA.
VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and LRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 544-¾ 200 (200-¾) | | 594-¾ 250 (300-¾) | |
| S-LOC 13 | 980-1 636 (700-1) | | 980-1¾ 636 (700-1¾) | 980-2 636 (700-2) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-RDG | APP CRS | Rwy ldg | 5151 |
|---|---|---|---|
| 109.5 | 004° | TDZE | 343 |
| | | Apt Elev | 344 |

# ILS or LOC RWY 36

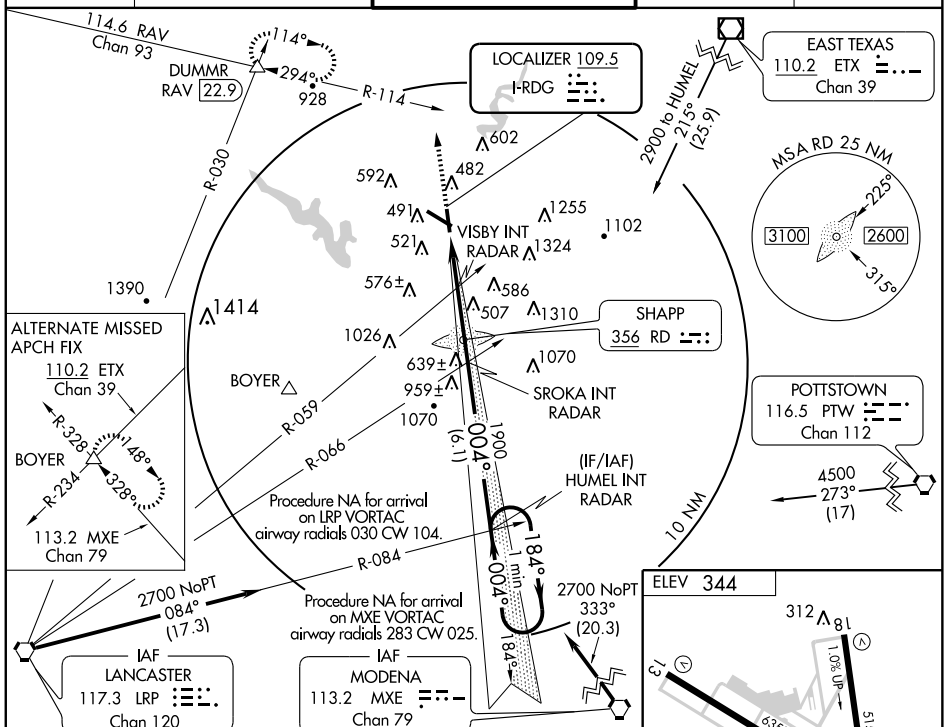
## READING RGNL / CARL A SPAATZ FIELD (RDG)

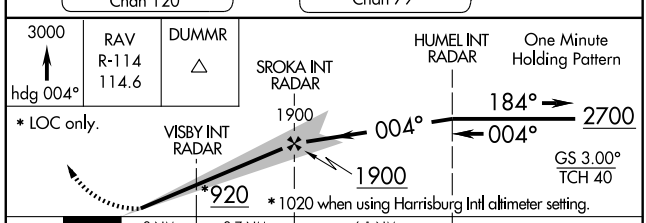
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

MALSF

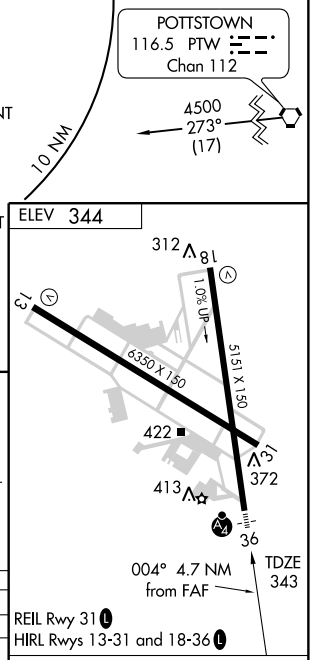
MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




* LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 593-1 250 (300-1) | | | |
| S-LOC 36 | 820-1 477 (500-1) | | 820-1¼ 477 (500-1¼) | 820-1½ 477 (500-1½) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOM RD | APP CRS | Rwy ldg | 5151 |
|---|---|---|---|
| 356 | 005° | TDZE | 343 |
| | | Apt Elev | 344 |

# NDB RWY 36

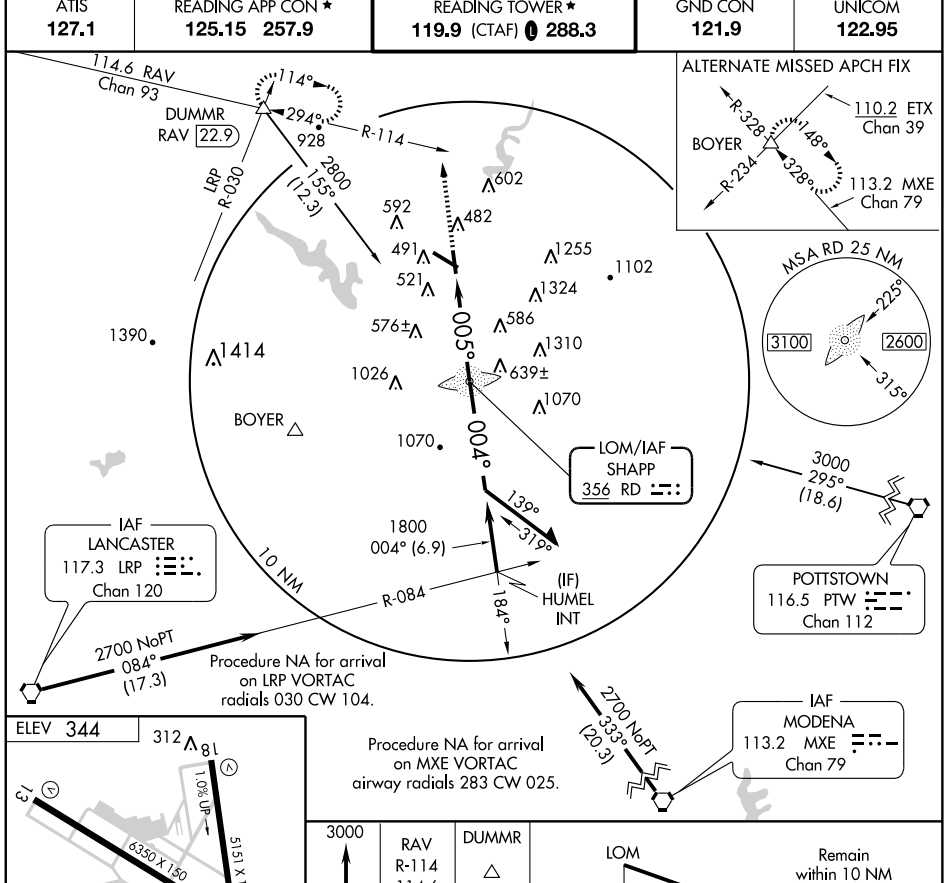
## READING RGNL / CARL A SPAATZ FIELD (RDG)

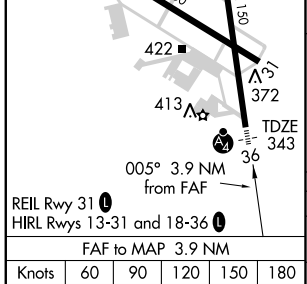
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile.

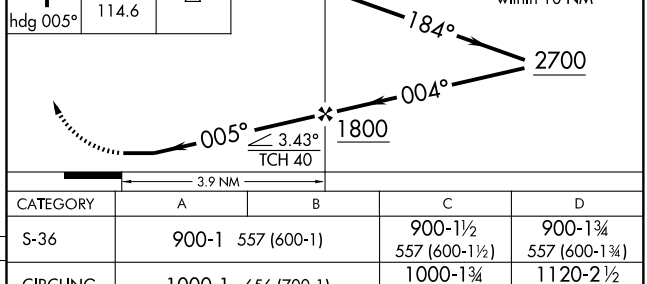
MALSF

MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 900-1 557 (600-1) | | 900-1½ 557 (600-1½) | 900-1¾ 557 (600-1¾) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45712 W13A | APP CRS 133° | Rwy ldg 6350 TDZE 344 Apt Elev 344 |
|---|---|---|

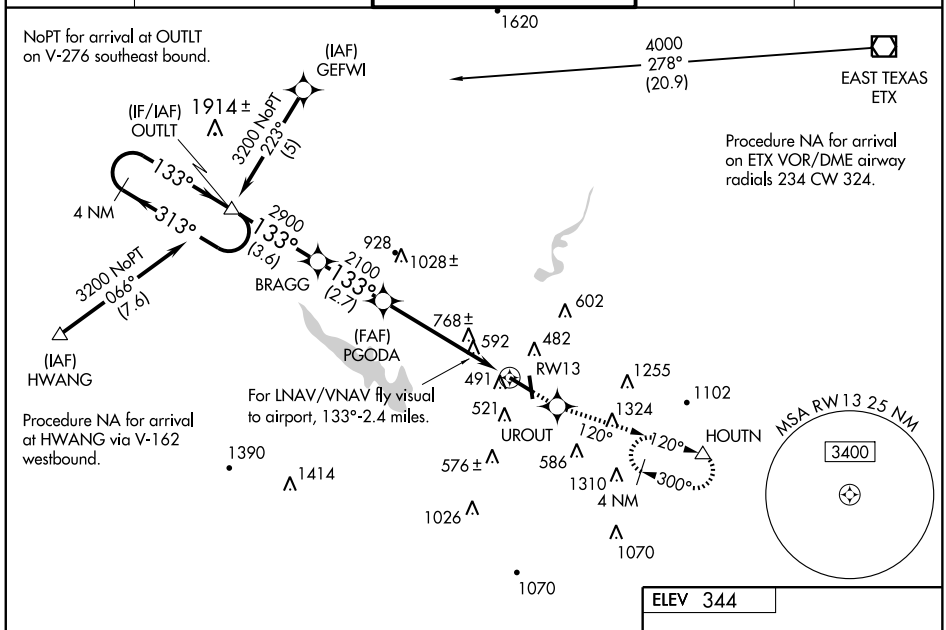
# RNAV (GPS) RWY 13

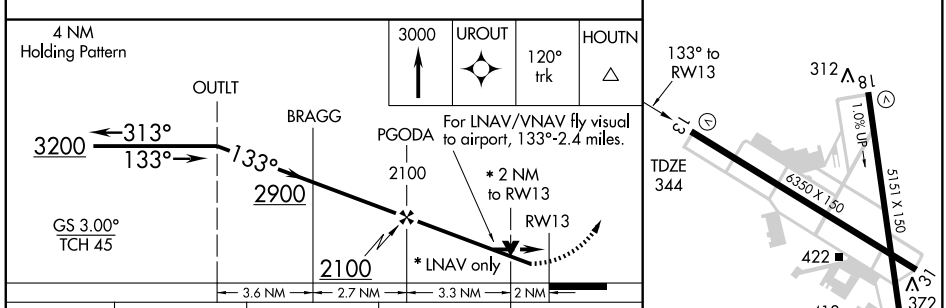
## READING RGNL / CARL A SPAATZ FIELD (RDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) Ⓛ 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 804-1¾ 460 (500-1¾) | | | |
| LNAV/VNAV DA | 1156-2 812 (900-2) | | 1156-2½ 812 (900-2½) | 1156-2¾ 812 (900-2¾) |
| LNAV MDA | 1020-1 676 (700-1) | | 1020-2 676 (700-2) | 1020-2¼ 676 (700-2¼) |
| CIRCLING | 1020-1 676 (700-1) | | 1020-2 676 (700-2) | 1120-2½ 776 (800-2½) |

REIL Rwy 31 Ⓛ
HIRL Rwys 13-31 and 18-36 Ⓛ

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5151 |
|---|---|---|
| 184° | TDZE | 319 |
| | Apt Elev | 344 |

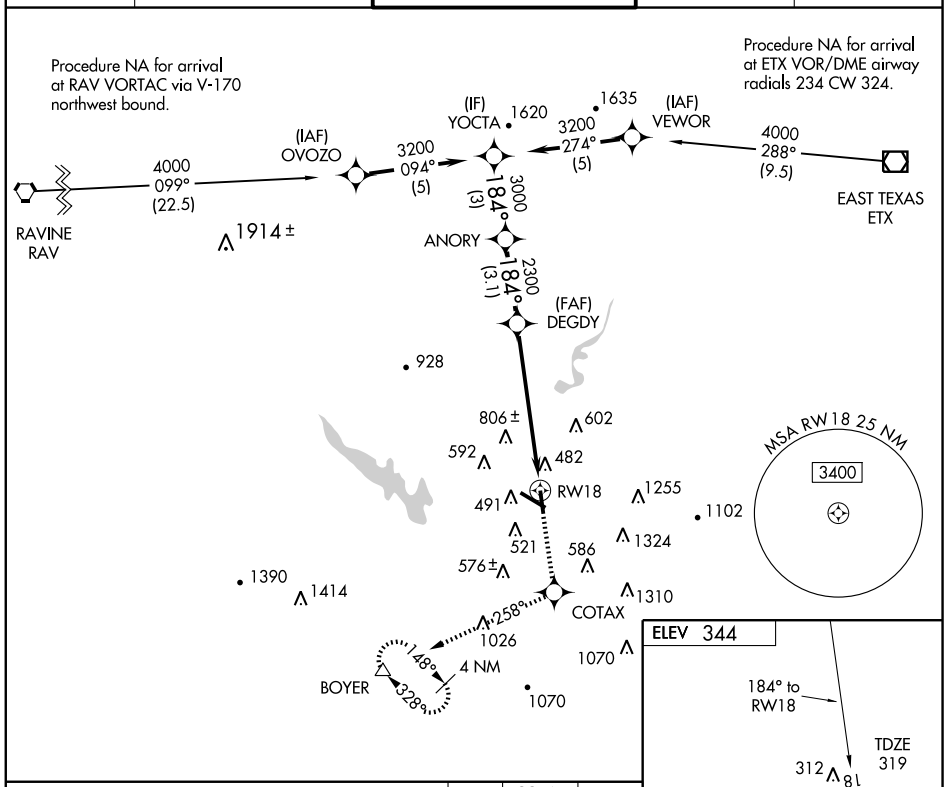
# RNAV (GPS) RWY 18

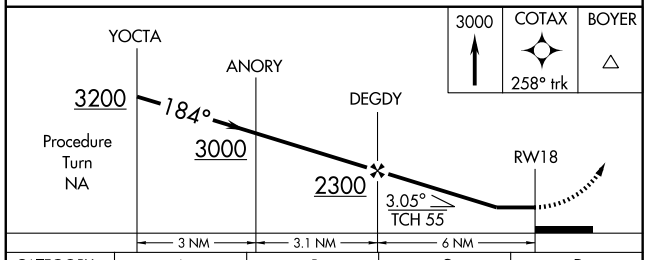
## READING RGNL / CARL A SPAATZ FIELD (RDG)

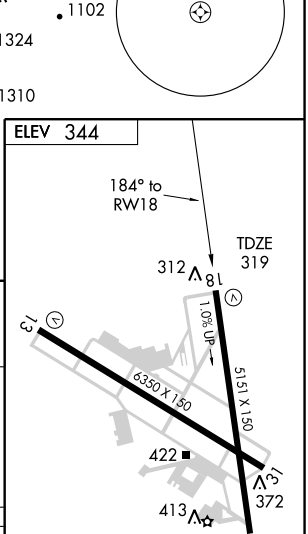
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 661 (700-1) | | 980-1¾ 661 (700-1¾) | 980-2 661 (700-2) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97412 W36A | APP CRS 004° | Rwy ldg 5151 TDZE 343 Apt Elev 344 |
|---|---|---|

# RNAV (GPS) RWY 36

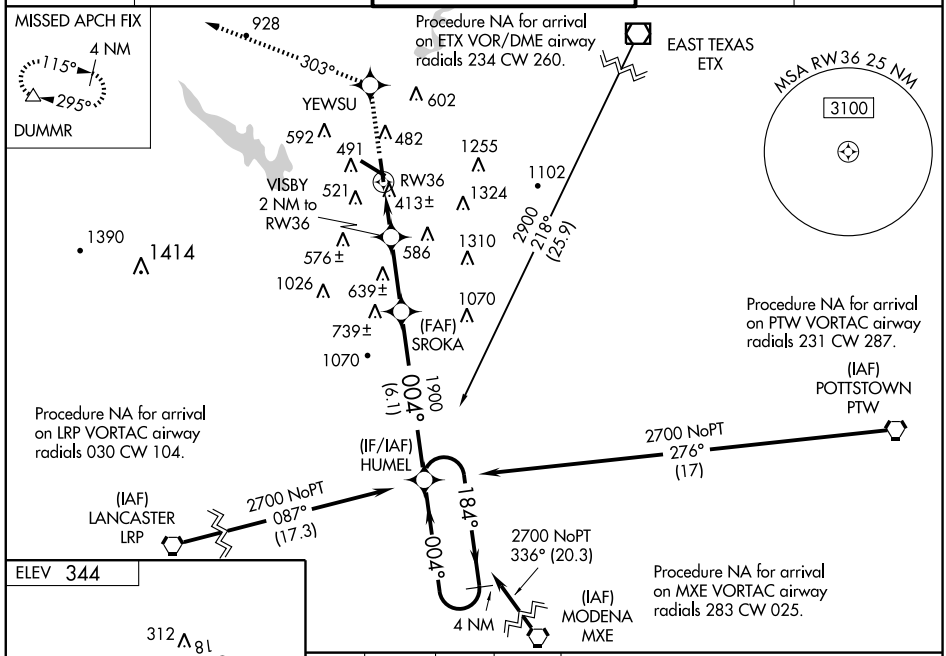
## READING RGNL / CARL A SPAATZ FIELD (RDG)

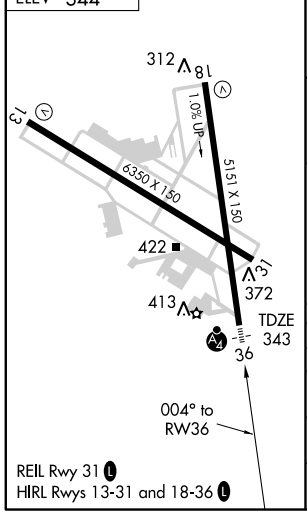
Straight-in minimums NA at night. Inoperative table does not apply.
Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

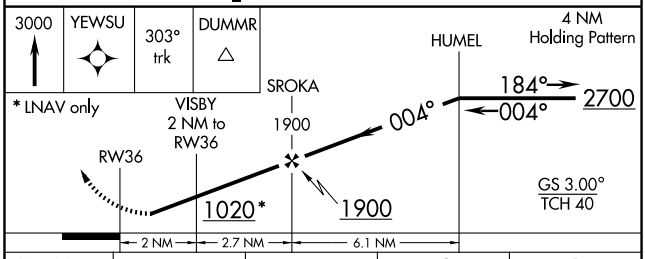
MALSF

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 622-1 279 (300-1) | | | |
| LNAV/VNAV DA | 830-1¾ 487 (500-1¾) | | | |
| LNAV MDA | 740-1 397 (400-1) | | | 740-1¼ 397 (400-1¼) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-RVL | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| 109.3 | 059° | TDZE | 819 |
| | | Apt Elev | 819 |

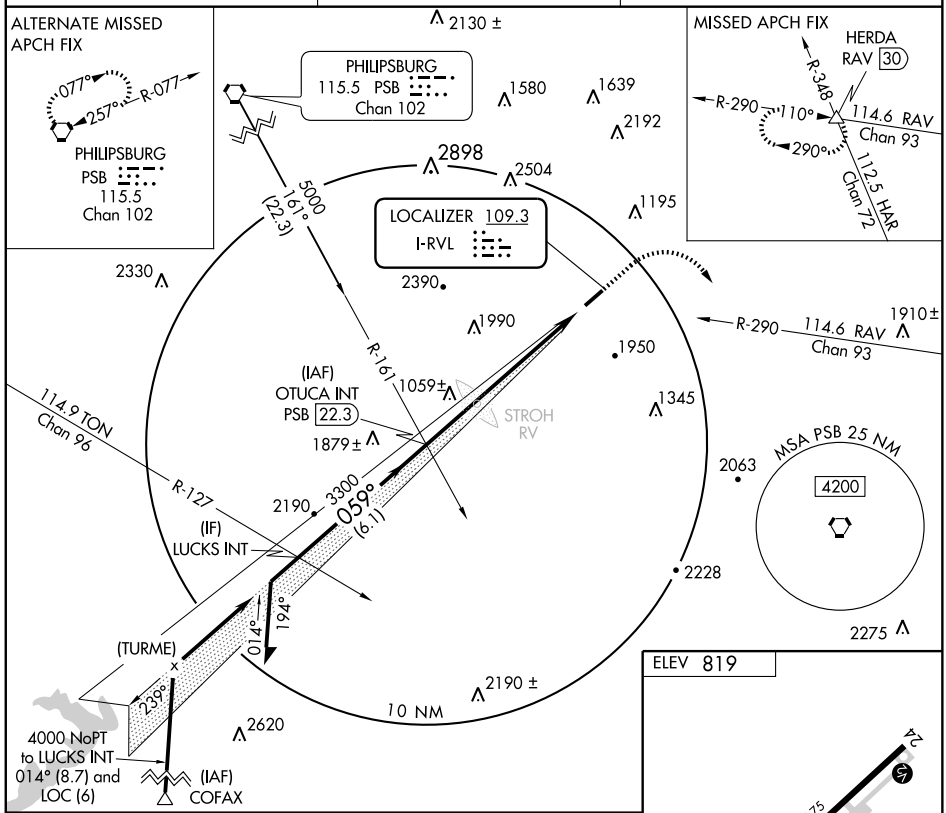
# LOC RWY 6

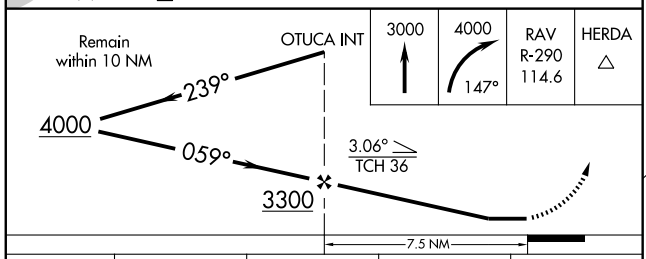
## REEDSVILLE/MIFFLIN COUNTY (RVL)

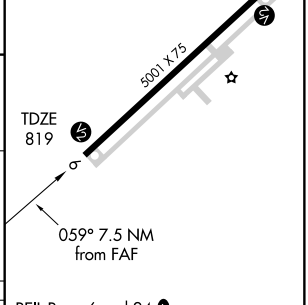
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

| AWOS-3 | NEW YORK CENTER | UNICOM |
|---|---|---|
| 123.85 | 134.8 338.3 | 122.7 (CTAF) L |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1840-1¼ 1021 (1100-1¼) | 1840-1½ 1021 (1100-1½) | 1840-3 1021 (1100-3) | |
| CIRCLING | 1840-1¼ 1021 (1100-1¼) | 1840-1½ 1021 (1100-1½) | 1840-3 1021 (1100-3) | 2360-3 1541 (1600-3) |

FAF to MAP 7.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |

| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 059° | TDZE | 819 |
| | Apt Elev | 819 |

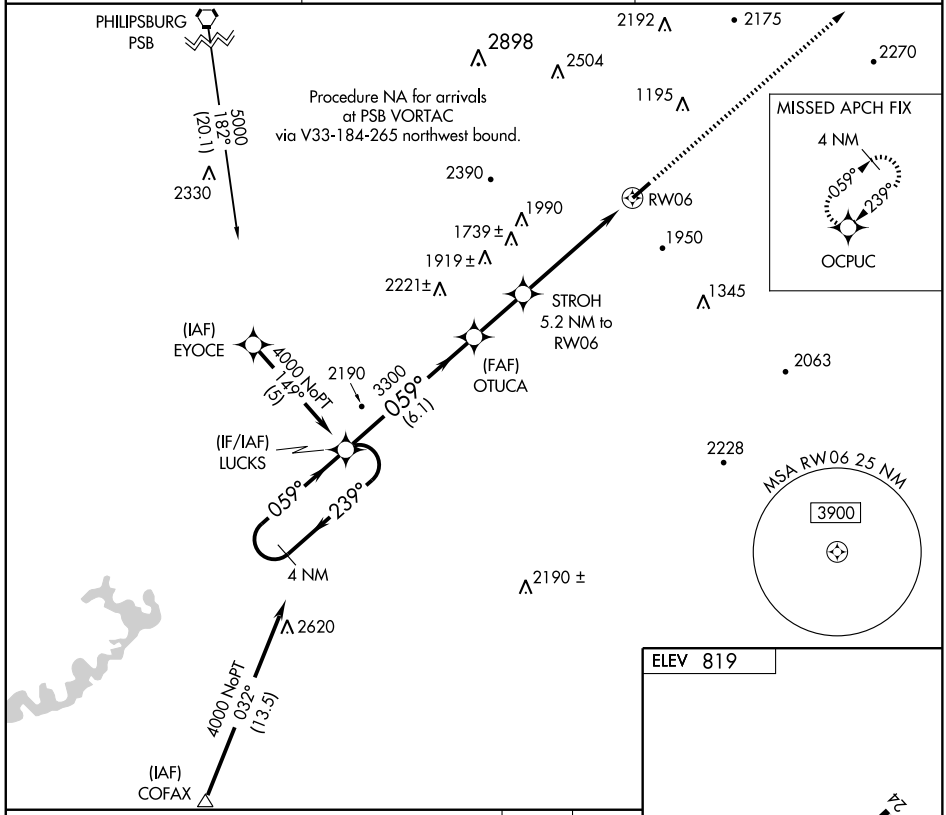
# RNAV (GPS) RWY 6
## REEDSVILLE/MIFFLIN COUNTY (RVL)

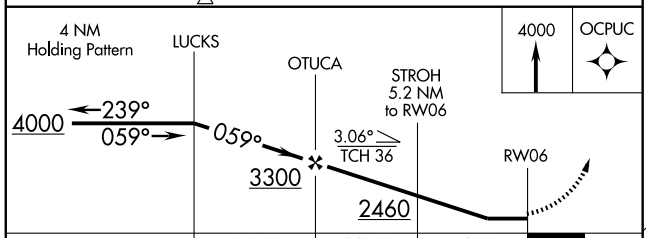
T A NA

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

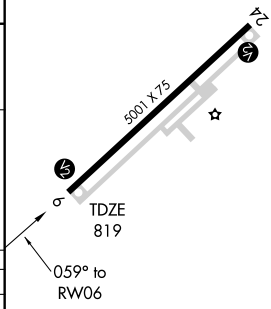
MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

| AWOS-3 | NEW YORK CENTER | UNICOM |
|---|---|---|
| 123.85 | 134.8 338.3 | 122.7 (CTAF) L |




ELEV 819




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1¼ 981 (1000-1¼) | 1800-1½ 981 (1000-1½) | 1800-3 981 (1000-3) | |
| CIRCLING | 1800-1¼ 981 (1000-1¼) | 1800-1½ 981 (1000-1½) | 1800-3 981 (1000-3) | 2360-3 1541 (1600-3) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

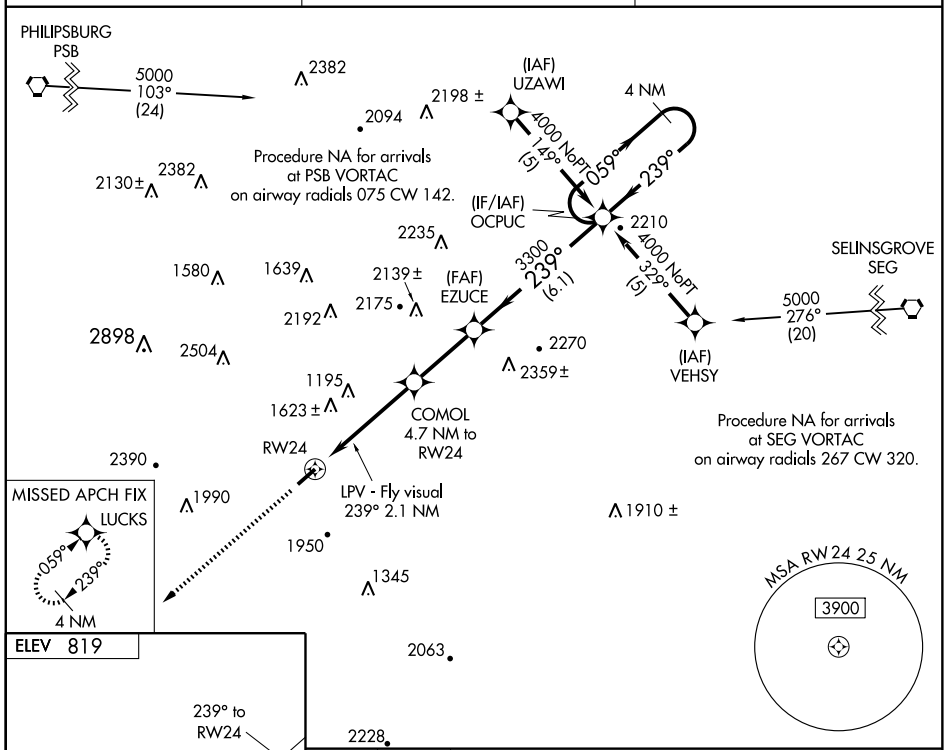
| WAAS CH 78107 W24A | APP CRS 239° | Rwy ldg 5001<br>TDZE 818<br>Apt Elev 819 |
|---|---|---|

# RNAV (GPS) RWY 24
## REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 ¾ all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

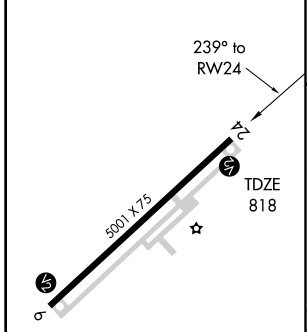
MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

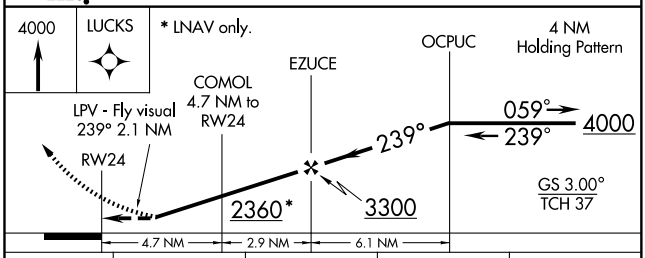
| AWOS-3 | NEW YORK CENTER | UNICOM |
|---|---|---|
| 123.85 | 134.8 338.3 | 122.7 (CTAF) L |




MISSED APCH FIX
LUCKS
059°
239°
4 NM

ELEV 819




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1509-2 691 (700-2) | | | 1509-2¼ 691 (700-2¼) |
| LNAV MDA | 2220-1¼ 1402 (1500-1¼) | 2220-1½ 1402 (1500-1½) | 2220-3 1402 (1500-3) | |
| CIRCLING | 2220-1¼ 1401 (1500-1¼) | 2220-1½ 1401 (1500-1½) | 2220-3 1401 (1500-3) | 2360-3 1541 (1600-3) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

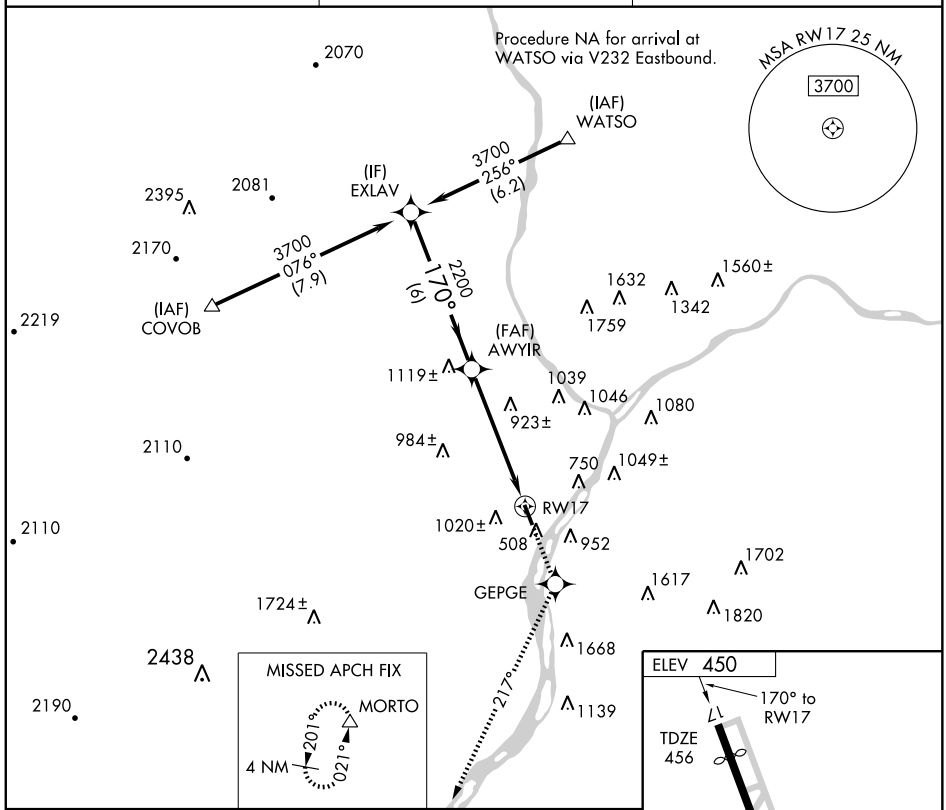
| APP CRS | Rwy ldg | 4372 |
|---|---|---|
| 170° | TDZE | 456 |
| | Apt Elev | 450 |

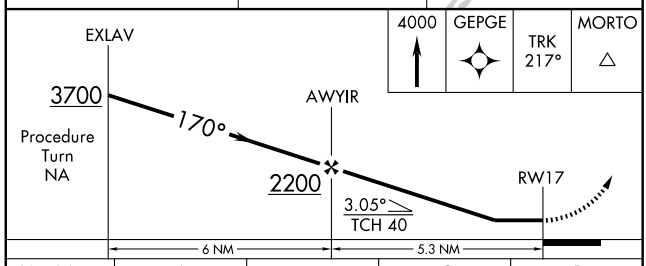
# RNAV (GPS) RWY 17
## SELINSGROVE/PENN VALLEY (SEG)

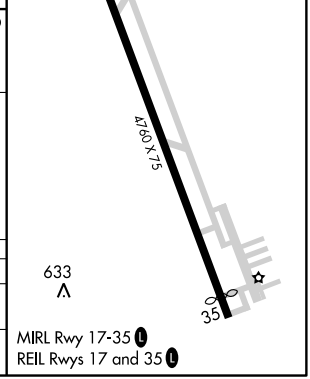
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

| ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 123.975 | 118.25 269.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1¼ 884 (900-1¼) | | NA | |
| CIRCLING | 1400-1¼ 950 (1000-1¼) | 1400-1½ 950 (1000-1½) | NA | |

| VORTAC SEG | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.4 | 034° | TDZE | N/A |
| Chan 41 | | Apt Elev | 450 |

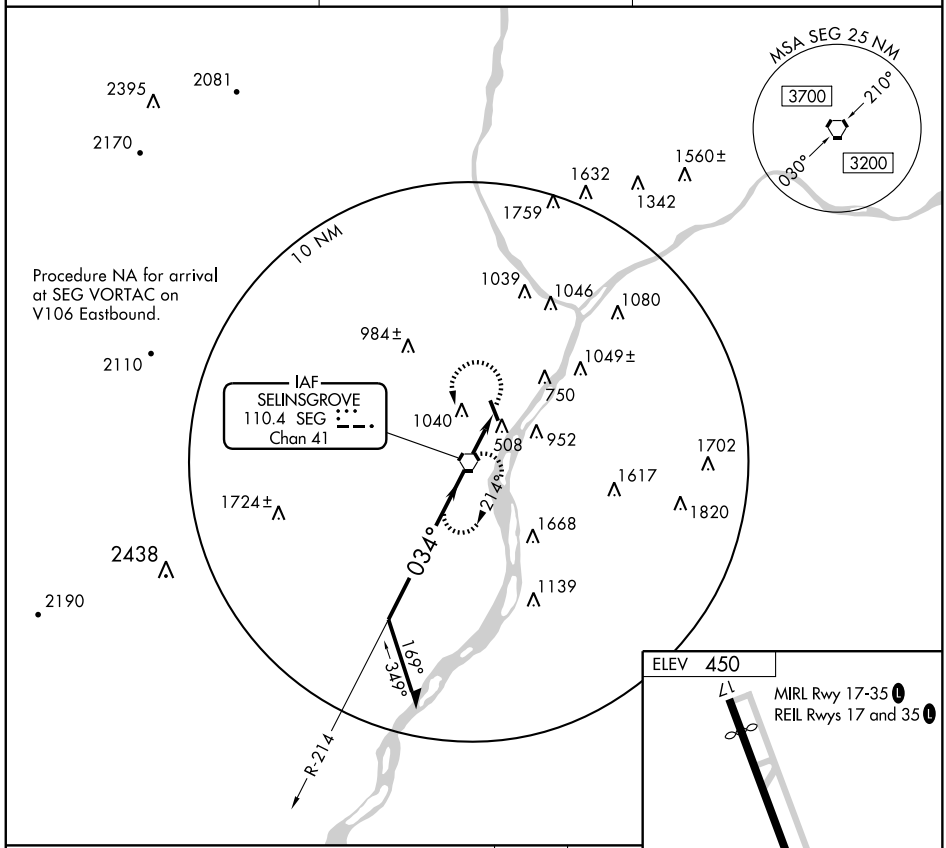
# VOR-A

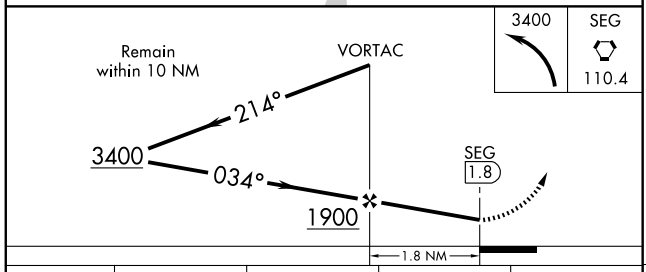
## SELINSGROVE/PENN VALLEY (SEG)

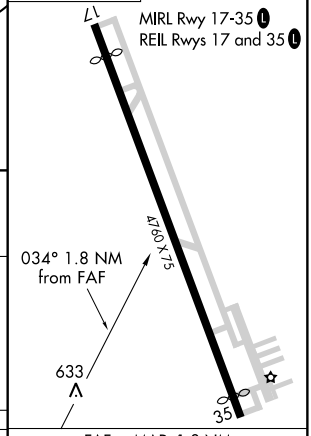
When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

| ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 123.975 | 118.25 269.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1¼ 950 (1000-1¼) | | NA | |

FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |

SEVEN SPRINGS BOROUGH, PENNSYLVANIA

AL-6350 (FAA)

| VORTAC IHD 108.2 Chan 19 | APP CRS 044° | Rwy ldg 3045<br>TDZE N/A<br>Apt Elev 2907 |
|---|---|---|

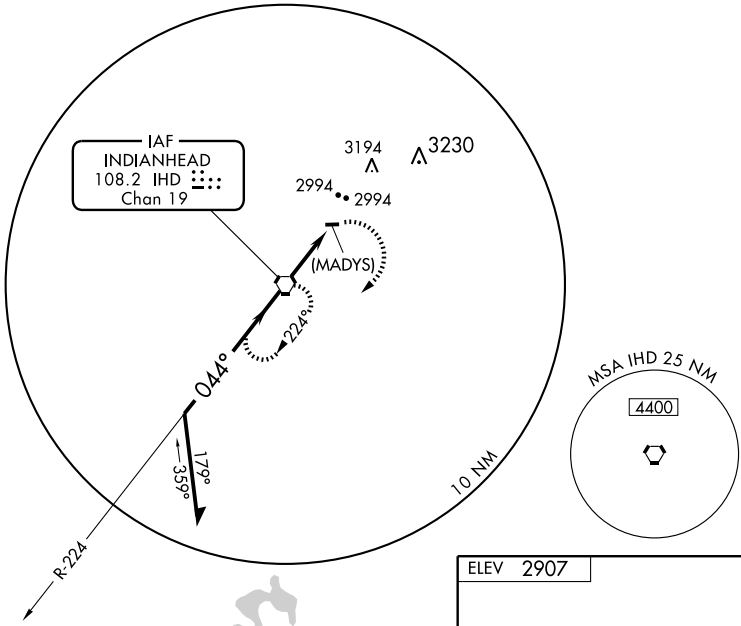
# VOR or GPS-A
## SEVEN SPRINGS (7SP)

Use Johnstown altimeter setting; when not available, use Morgantown altimeter setting minimums.

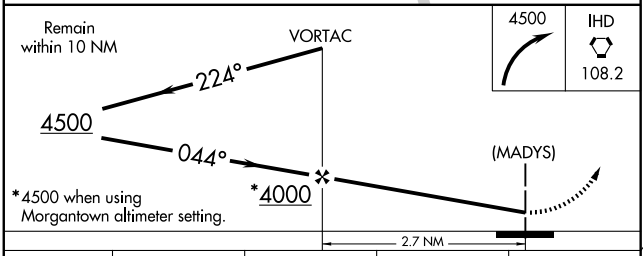
NA

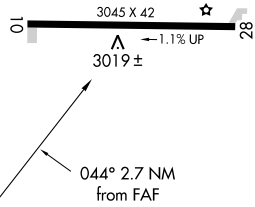
MISSED APPROACH: Climbing right turn to 4500 direct IHD VORTAC and hold.

| CLEVELAND CENTER | CTAF L |
|---|---|
| 124.4 327.1 | 122.9 |




ELEV 2907




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3540-1 636 (700-1) | | 3540-1¾ 636 (700-1¾) | NA |
| MORGANTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 4420-3 1516 (1600-3) | | | NA |

MIRL Rwy 10-28 L

| FAF to MAP 2.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3297 |
|---|---|---|
| 248° | TDZE | 881 |
| | Apt Elev | 881 |

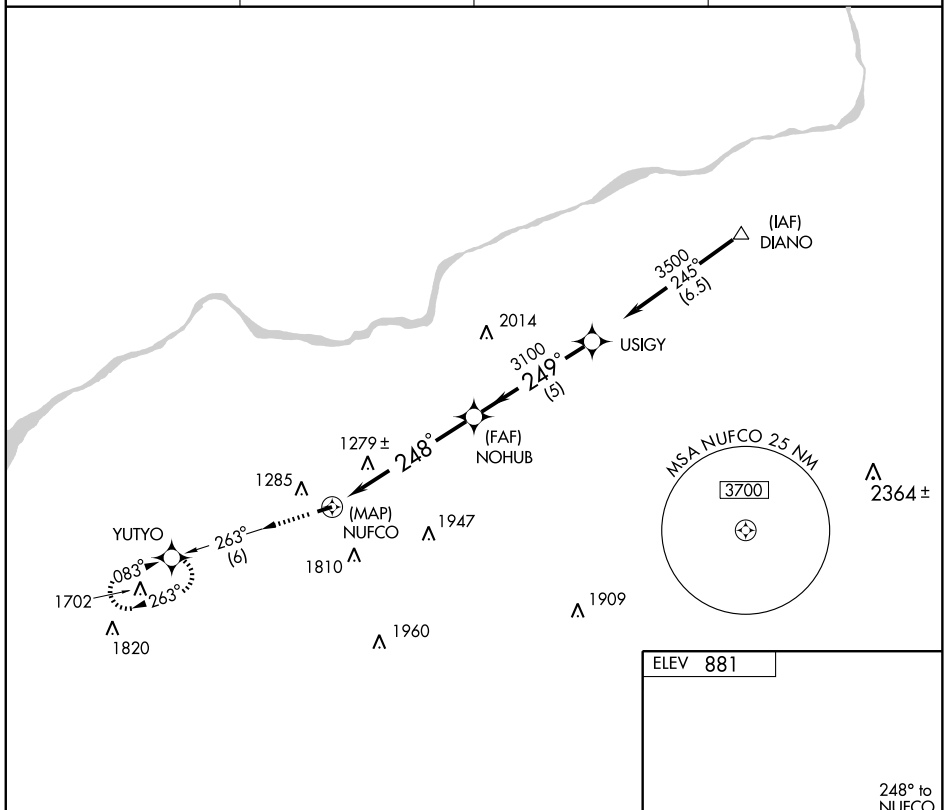
# GPS RWY 26

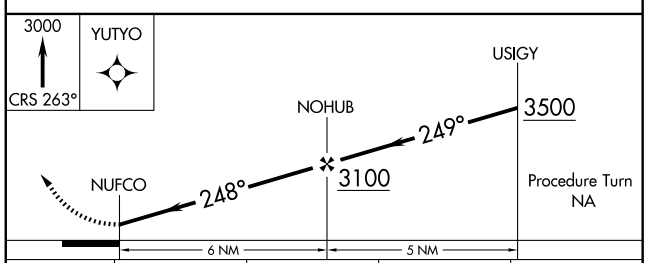
## SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

NA

MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

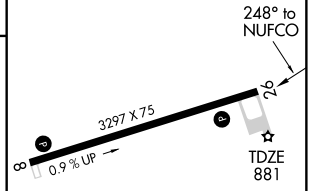
| AWOS-3 | HARRISBURG APP CON | UNICOM | |
|---|---|---|---|
| 119.175 | 118.25 269.45 | 122.8 (CTAF) | 121.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1540-1 659 (700-1) | | 1540-1¾ 659 (700-1¾) | NA |
| CIRCLING | 1840-1¼ 959 (1000-1¼) | 1880-1½ 999 (1000-1½) | 1900-3 1019 (1100-3) | NA |

ELEV 881




MIRL Rwy 8-26 L
REIL Rwys 8 and 26

| VORTAC SEG | APP CRS | Rwy ldg | 3297 |
|---|---|---|---|
| 110.4 | 088° | TDZE | 879 |
| Chan 41 | | Apt Elev | 881 |

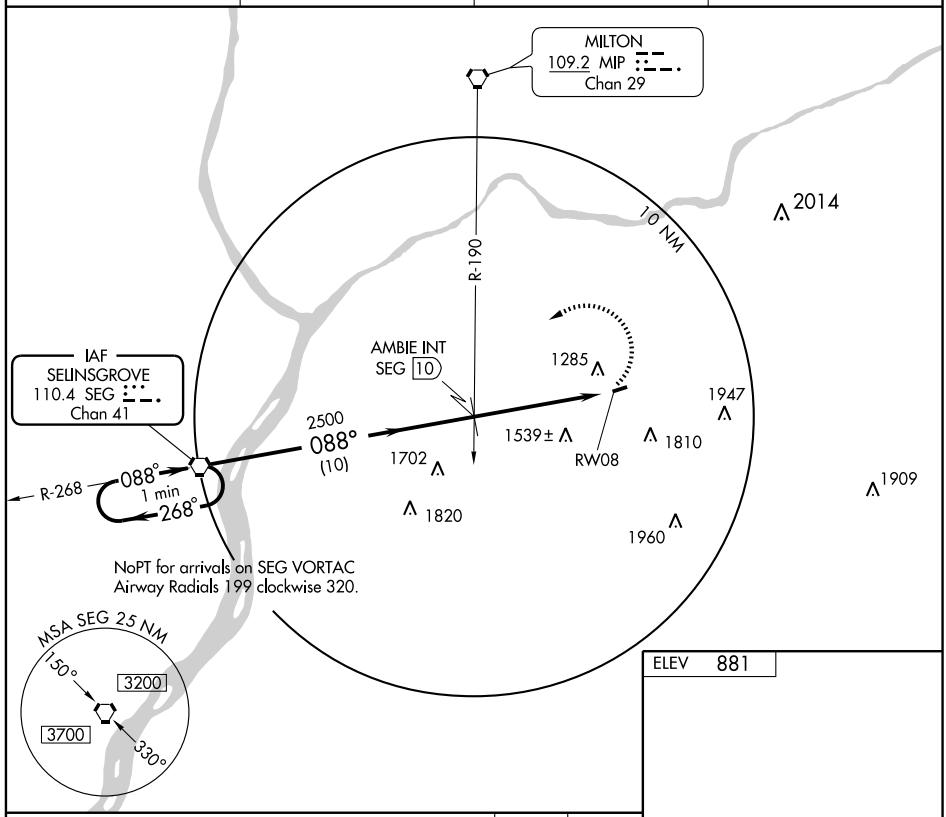
# VOR or GPS RWY 8

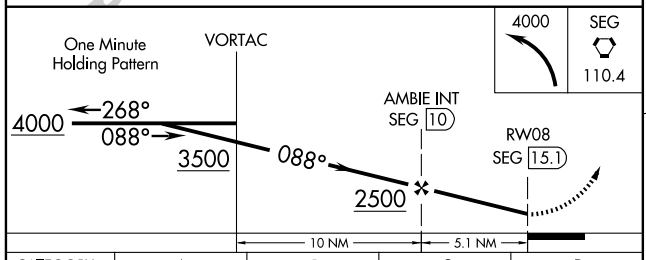
## SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

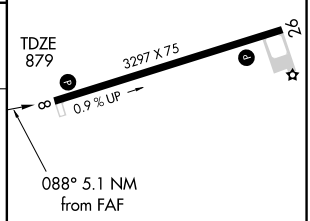
NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM | |
|---|---|---|---|
| 119.175 | 118.25 269.45 | 122.8 (CTAF) | 121.8 L |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1980-1¼<br>1101 (1100-1¼) | 1980-1½<br>1101 (1100-1½) | 1980-3<br>1101 (1100-3) | NA |
| CIRCLING | 1980-1¼<br>1099 (1100-1¼) | 1980-1½<br>1099 (1100-1½) | 1980-3<br>1099 (1100-3) | NA |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC I-SOZ | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 108.7 | 246° | TDZE | 2240 |
| | | Apt Elev | 2275 |

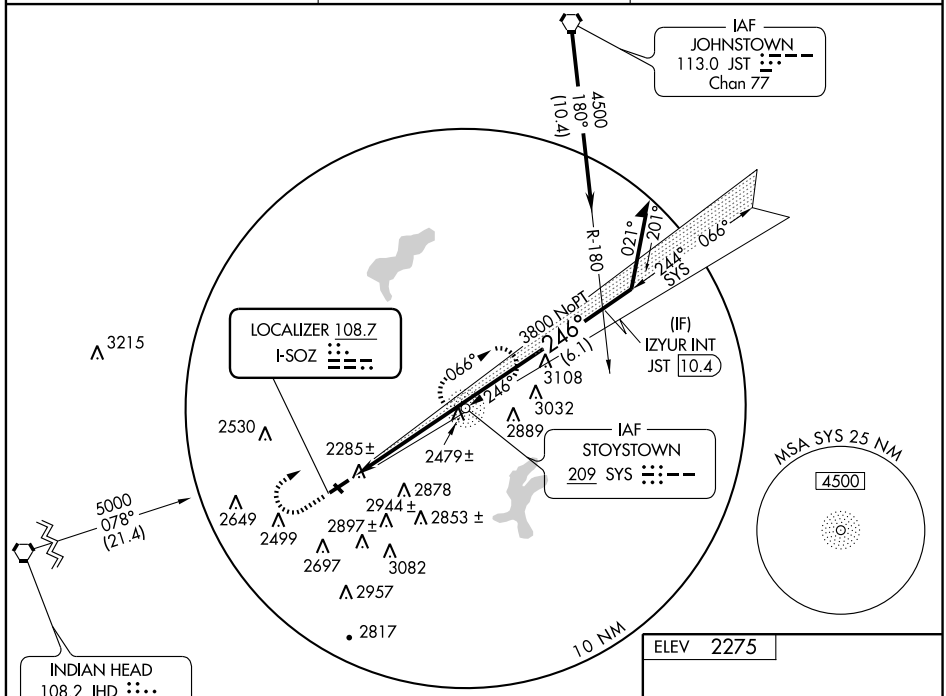
# LOC/NDB RWY 25
## SOMERSET COUNTY (2G9)

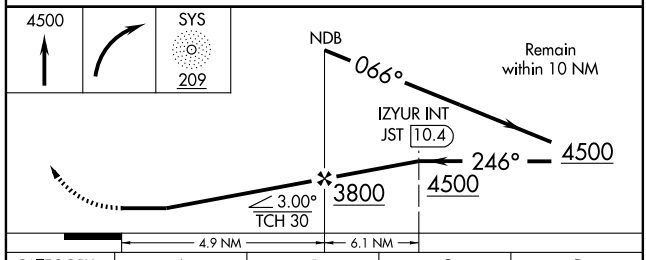
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

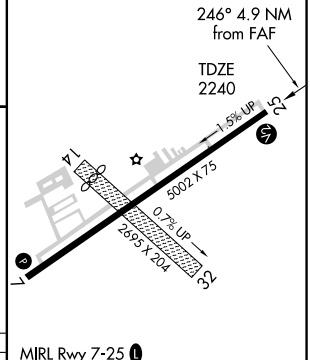
NA

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2700-1 460 (500-1) | | 2700-1¼ 460 (500-1¼) | 2700-1½ 460 (500-1½) |
| CIRCLING | 2820-1 545 (600-1) | 2860-1 585 (600-1) | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-4, 14 JAN 2010 to 11 FEB 2010

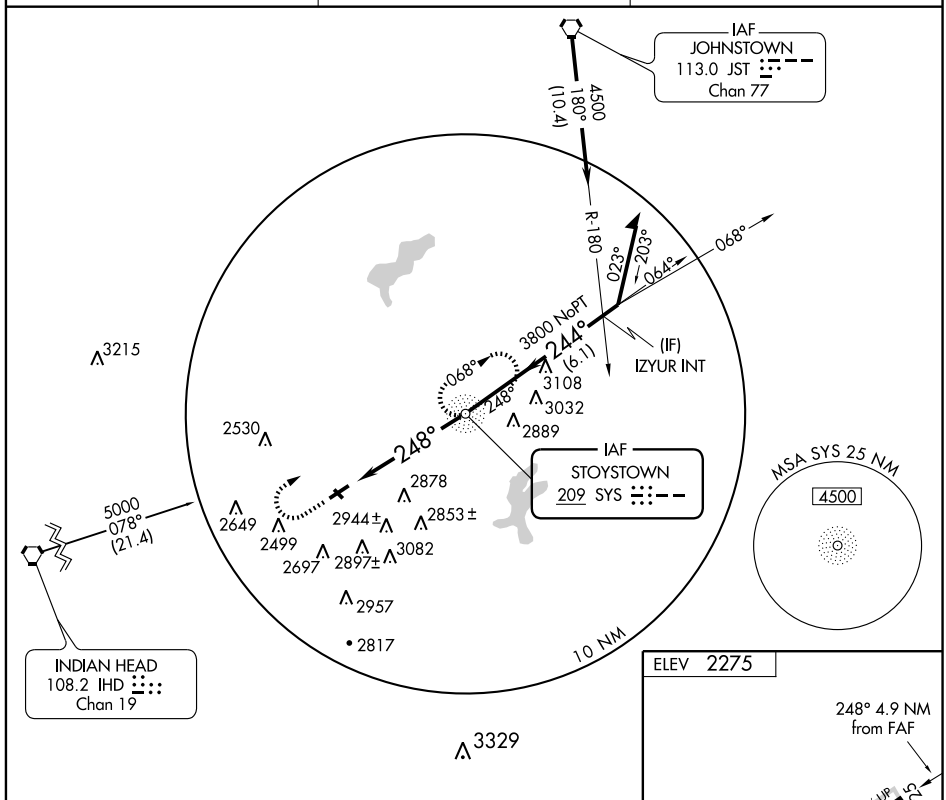
| NDB SYS | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 209 | 248° | TDZE | 2240 |
| | | Apt Elev | 2275 |

# NDB RWY 25
## SOMERSET COUNTY (2G9)

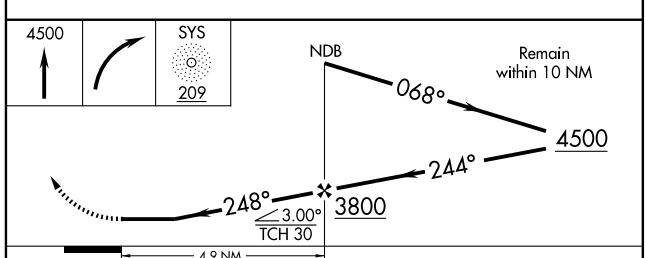
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.
NA Visibility reduction by helicopters NA.

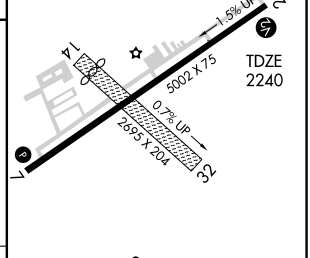
MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




NE-4, 14 JAN 2010 to 11 FEB 2010




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25/25 | 3240-1¼<br>1000 (1000-1¼) | 3240-1½<br>1000 (1000-1½) | 3240-3 1000 (1000-3) | |
| CIRCLING | 3240-1¼<br>965 (1000-1¼) | 3240-1½<br>965 (1000-1½) | 3240-3<br>965 (1000-3) | 3300-3<br>1025 (1100-3) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| WAAS CH 66005 W07A | APP CRS 066° | Rwy ldg 5002<br>TDZE 2275<br>Apt Elev 2275 |
|---|---|---|

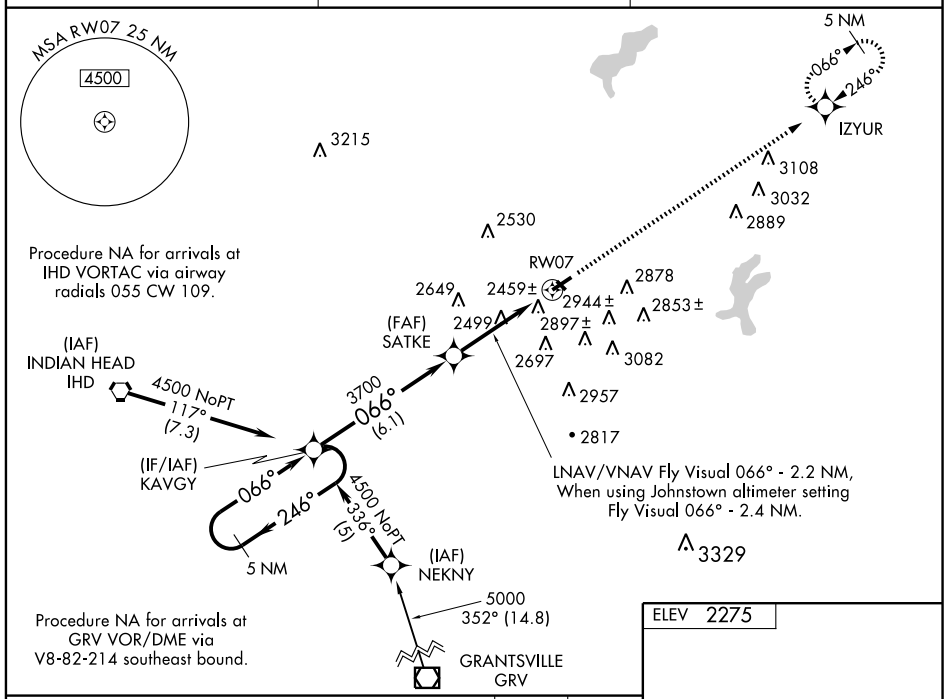
# RNAV (GPS) RWY 7
## SOMERSET COUNTY (2G9)

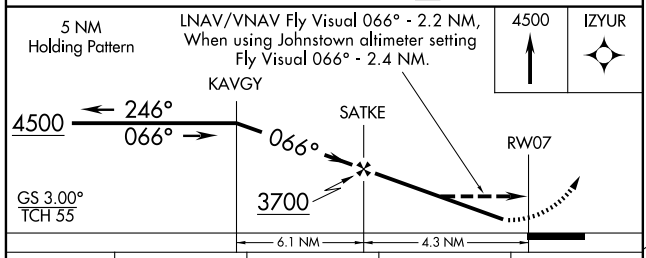
When local altimeter setting not received, use Johnstown altimeter setting and increaseall DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

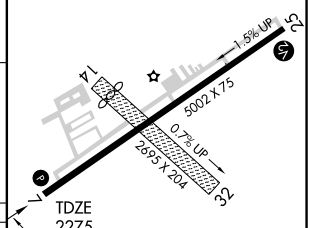
MISSED APPROACH: Climb to 4500 direct IZYUR and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




ELEV 2275




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2525-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3029-2 754 (800-2) | | 3029-2¼ 754 (800-2¼) | 3029-2½ 754 (800-2½) |
| LNAV MDA | 2900-1 625 (700-1) | | 2900-1¾ 625 (700-1¾) | 2900-2 625 (700-2) |
| CIRCLING | 2900-1 625 (700-1) | | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82205 W25A | APP CRS 246° | Rwy ldg 5002<br>TDZE 2240<br>Apt Elev 2275 |
|---|---|---|

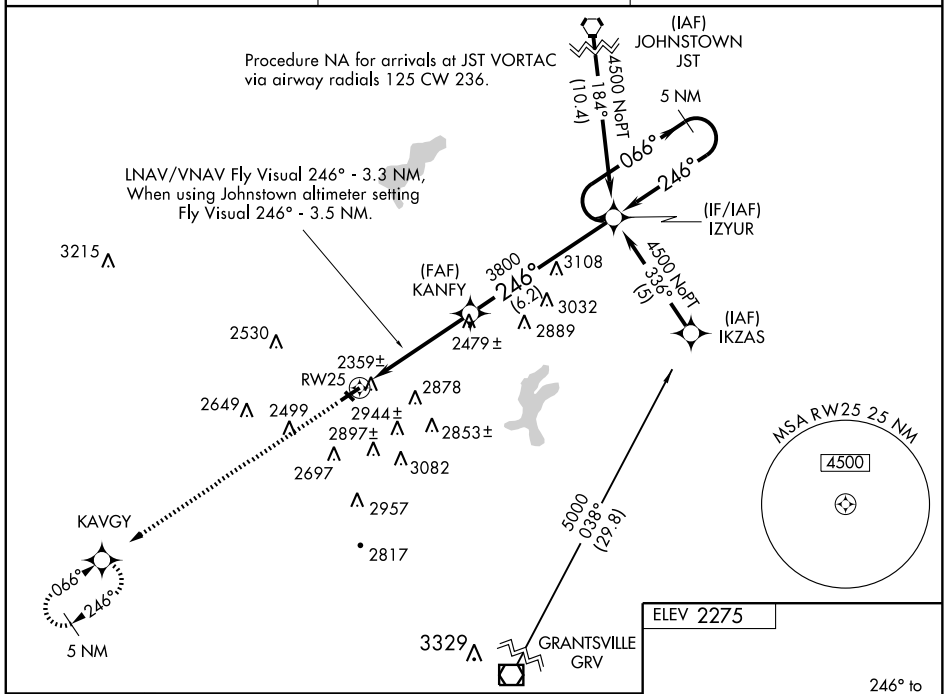
# RNAV (GPS) RWY 25
## SOMERSET COUNTY (2G9)

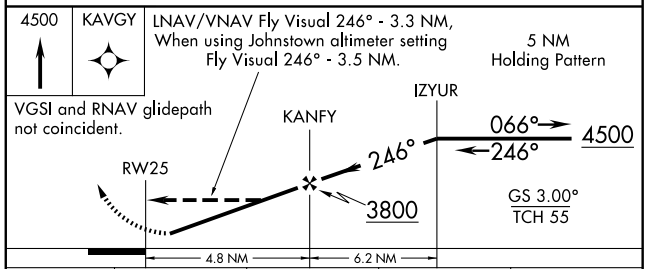
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

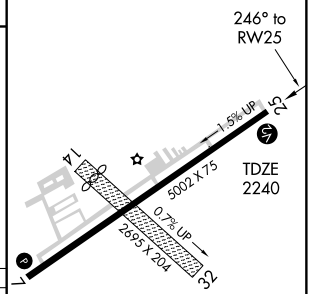
MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




ELEV 2275




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2490-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3305-2 1065 (1100-2) | | 3305-3 1065 (1100-3) | |
| LNAV MDA | 2660-1 420 (400-1) | | 2660-1¼ 420 (400-1¼) | |
| CIRCLING | 2820-1 545 (600-1) | 2860-1 585 (600-1) | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OYM | APP CRS | Rwy ldg | 4300 |
|---|---|---|---|
| 108.9 | 281° | TDZE | 1934 |
| Chan 26 | | Apt Elev | 1934 |

# LOC/DME RWY 28
## ST. MARYS MUNI (OYM)

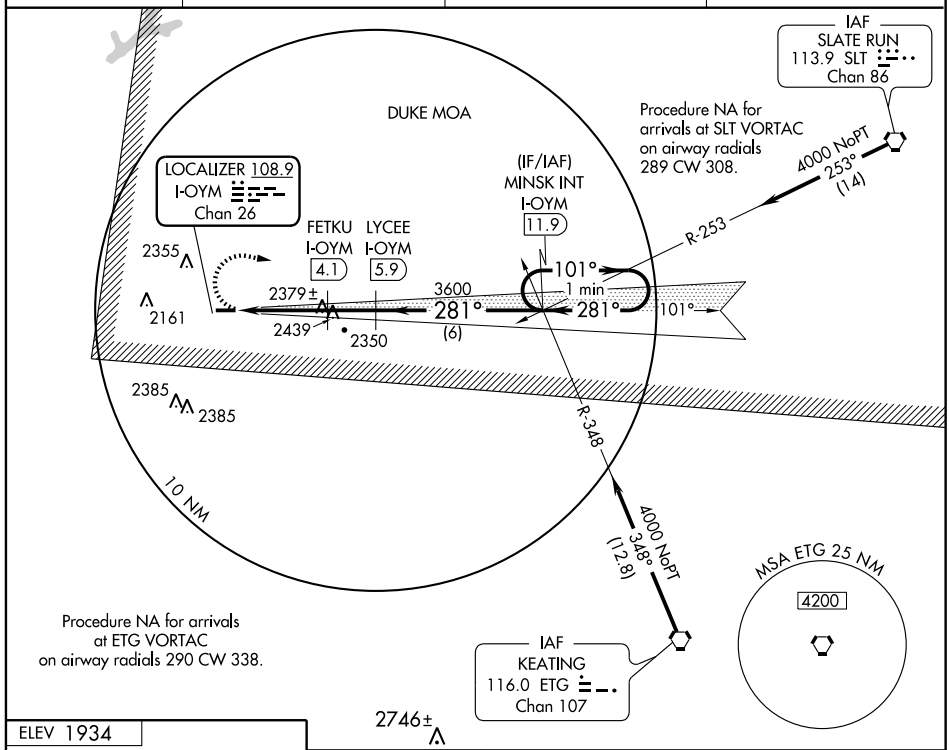
NA

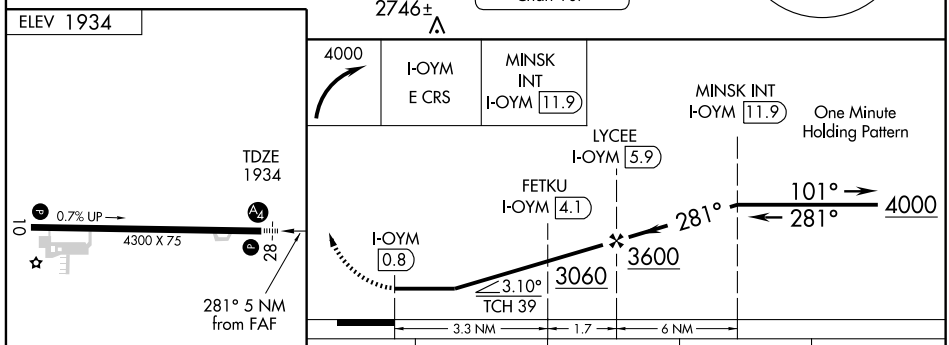
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2740-1<br>806 (900-1) | 2740-1¼<br>806 (900-1¼) | 2740-2¼<br>806 (900-2¼) | 2740-2½<br>806 (900-2½) |
| CIRCLING | 2740-1<br>806 (900-1) | 2740-1¼<br>806 (900-1¼) | 2740-2¼<br>806 (900-2¼) | 2800-2¾<br>866 (900-2¾) |

MIRL Rwy 10-28 L

| WAAS CH 40102 W10A | APP CRS 101° | Rwy ldg 4300<br>TDZE 1909<br>Apt Elev 1934 |
|---|---|---|

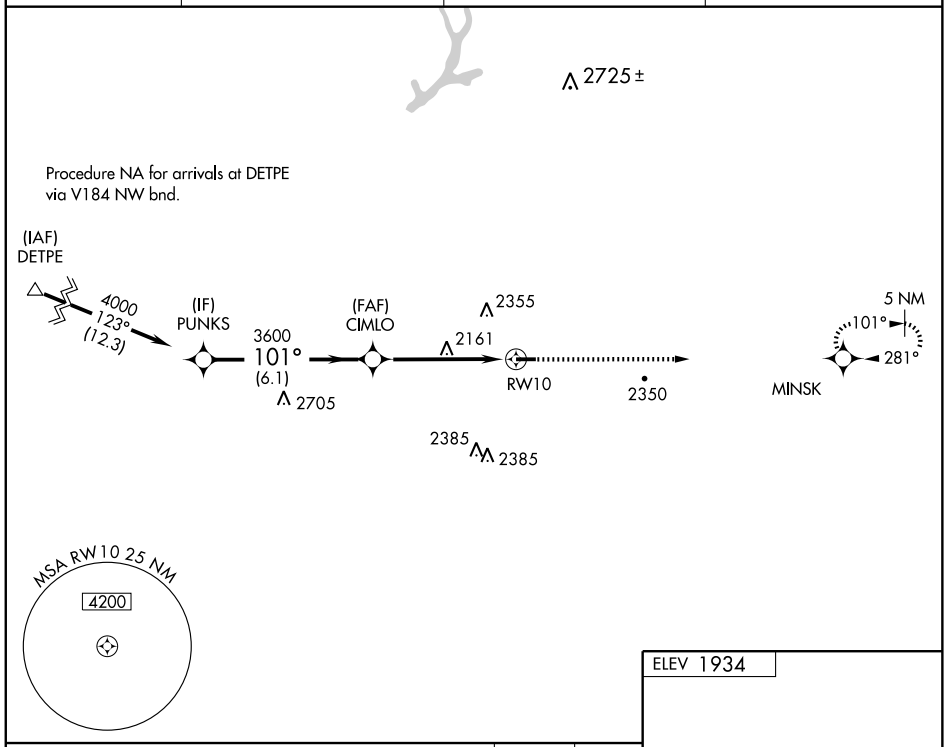
# RNAV (GPS) RWY 10
## ST. MARYS MUNI (OYM)

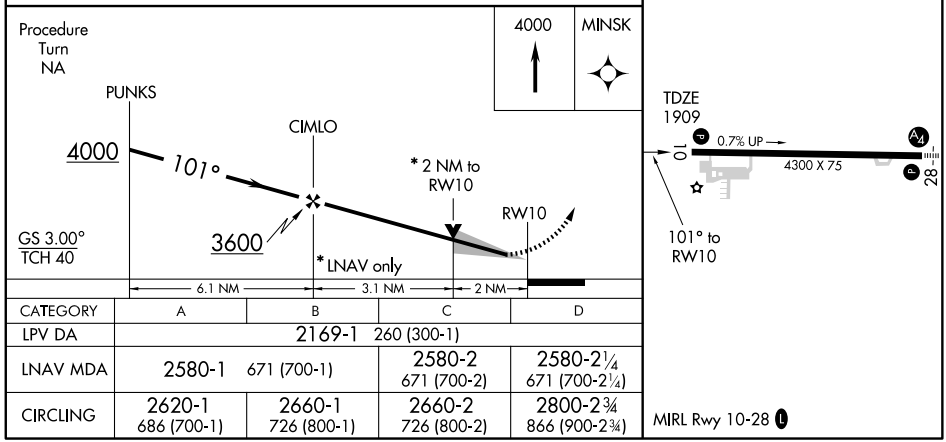
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

NA

MISSED APPROACH: Climb to 4000 direct MINSK and hold.

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2169-1 260 (300-1) | | | |
| LNAV MDA | 2580-1 671 (700-1) | | 2580-2<br>671 (700-2) | 2580-2¼<br>671 (700-2¼) |
| CIRCLING | 2620-1<br>686 (700-1) | 2660-1<br>726 (800-1) | 2660-2<br>726 (800-2) | 2800-2¾<br>866 (900-2¾) |

| WAAS CH 82302 W28A | APP CRS 281° | Rwy ldg 4300<br>TDZE 1934<br>Apt Elev 1934 |
|---|---|---|

# RNAV (GPS) RWY 28
## ST. MARYS MUNI (OYM)

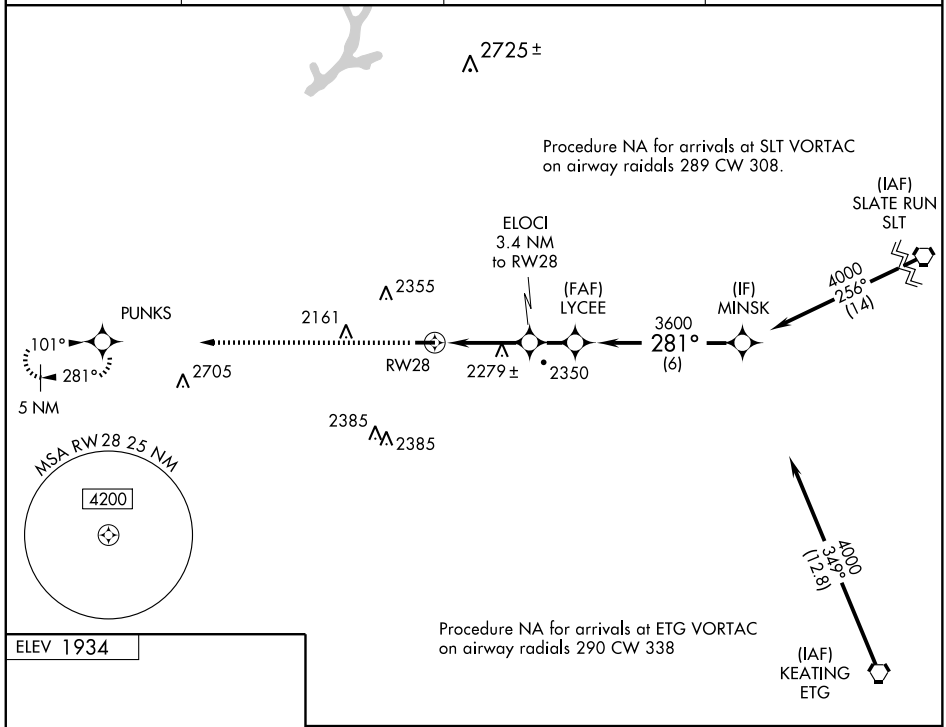
DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV all Cats or LNAV Cat C. VDP NA when using Bradford altimeter setting. If local altimeter not received, use Bradford altimeter setting and increase DA to 2417 and all MDAs 240 feet.

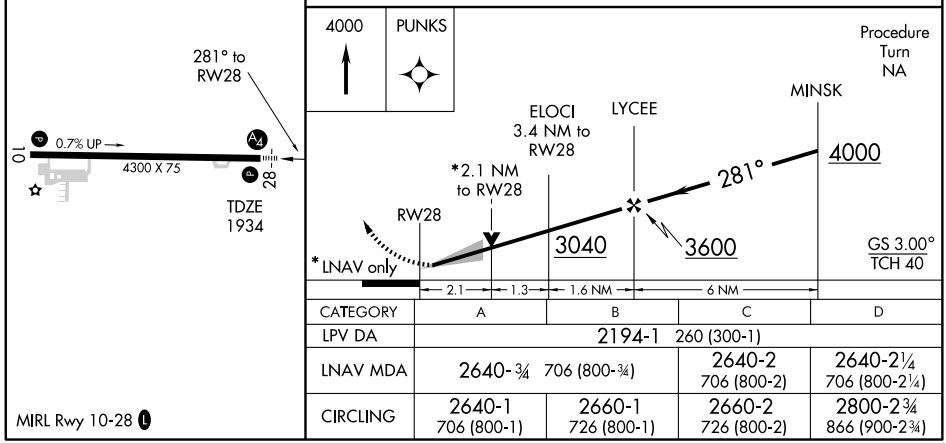
NA

MALS

MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2194-1 260 (300-1) | | | |
| LNAV MDA | 2640-¾ 706 (800-¾) | | 2640-2<br>706 (800-2) | 2640-2¼<br>706 (800-2¼) |
| CIRCLING | 2640-1<br>706 (800-1) | 2660-1<br>726 (800-1) | 2660-2<br>726 (800-2) | 2800-2¾<br>866 (900-2¾) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC SLT 113.9 Chan 86 | APP CRS 264° | Rwy ldg 4300 TDZE 1934 Apt Elev 1934 |
|---|---|---|

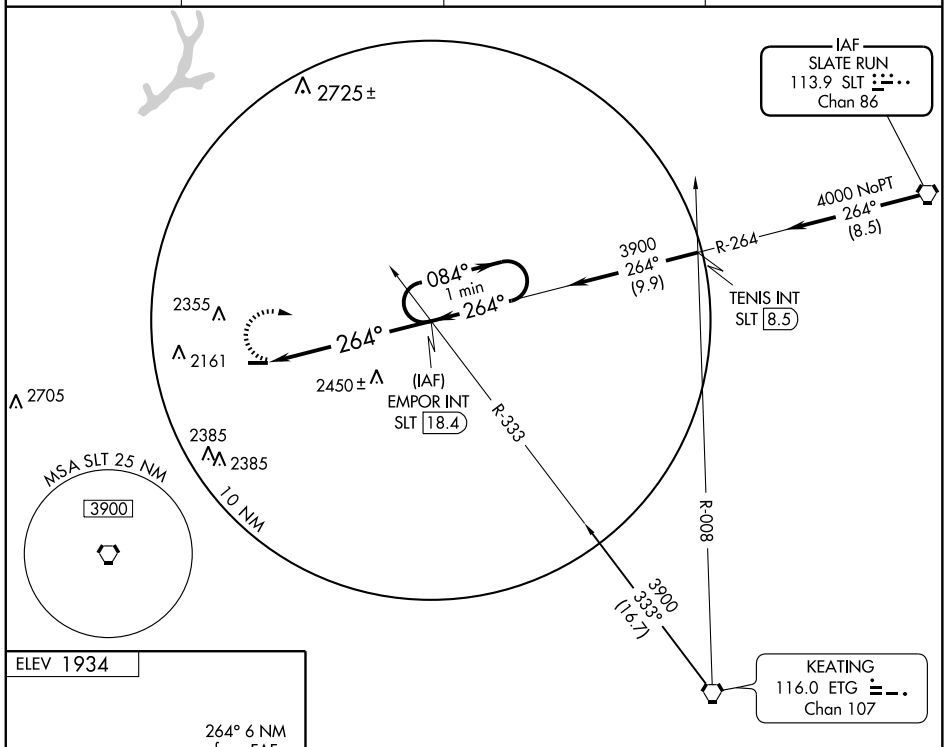
# VOR RWY 28
## ST. MARYS MUNI (OYM)

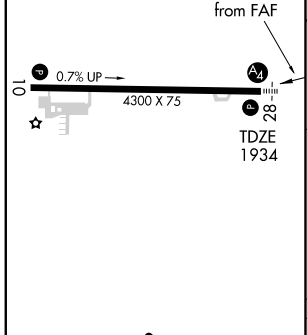
NA — If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply.

MALS

MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold.

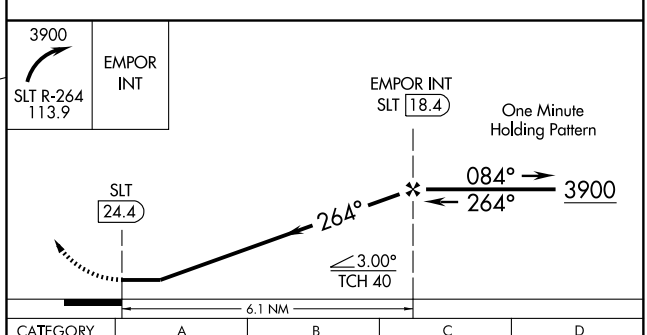
| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |




MIRL Rwy 10-28 L

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2820-1¼ 886 (900-1¼) | | 2820-2¾ 886 (900-2¾) | 2820-3 886 (900-3) |
| CIRCLING | 2820-1¼ 886 (900-1¼) | | 2820-2¾ 886 (900-2¾) | 2820-3 886 (900-3) |

| LOC I-UNV | APP CRS | Rwy ldg | 6701 |
|---|---|---|---|
| 111.7 | 244° | TDZE | 1218 |
| | | Apt Elev | 1239 |

# ILS or LOC RWY 24

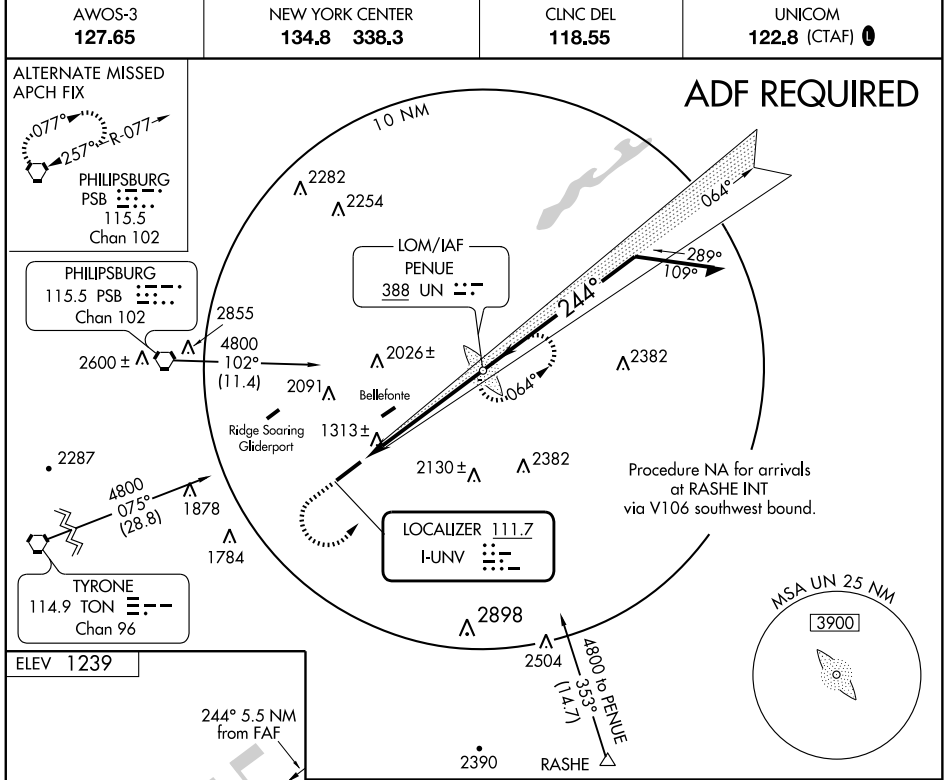
## STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

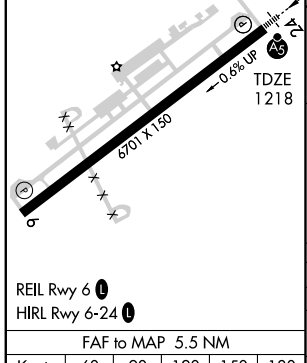
MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |

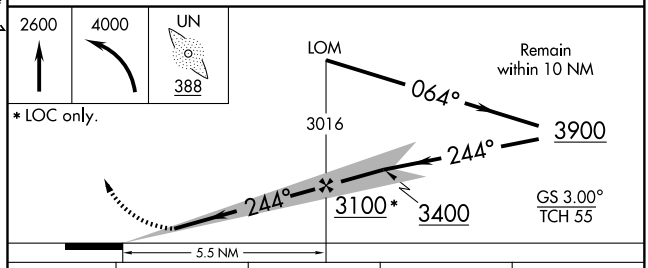



ELEV 1239




REIL Rwy 6 L
HIRL Rwy 6-24 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1418-½ 200 (200-½) | | | |
| S-LOC 24 | 1580-½ 362 (400-½) | | | 1580-¾ 362 (400-¾) |
| CIRCLING | 1640-1 401 (500-1) | 1700-1 461 (500-1) | 1700-1½ 461 (500-1½) | 1800-2 561 (600-2) |

NE-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 87109 W06A | APP CRS 064° | Rwy ldg 6701<br>TDZE 1231<br>Apt Elev 1239 |
|---|---|---|

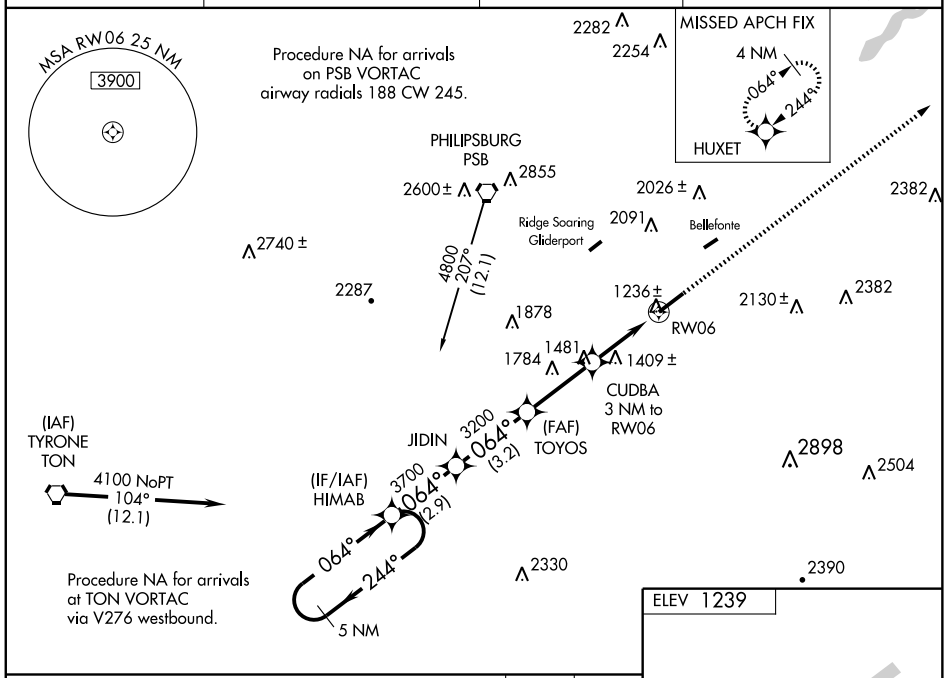
# RNAV (GPS) RWY 6

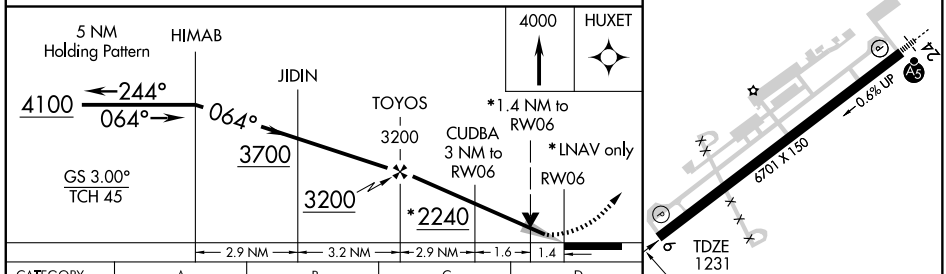
## STATE COLLEGE / UNIVERSITY PARK (UNV)

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1481- ¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1681-1½ 450 (500-1½) | | | |
| LNAV MDA | 1720-1 489 (500-1) | | 1720-1¼ 489 (500-1¼) | 1720-1½ 489 (500-1½) |
| CIRCLING | 1720-1 481 (500-1) | | 1720-1½ 481 (500-1½) | 1800-2 561 (600-2) |

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61309 W24A | APP CRS 244° | Rwy ldg 6701<br>TDZE 1218<br>Apt Elev 1239 |
|---|---|---|

# RNAV (GPS) RWY 24

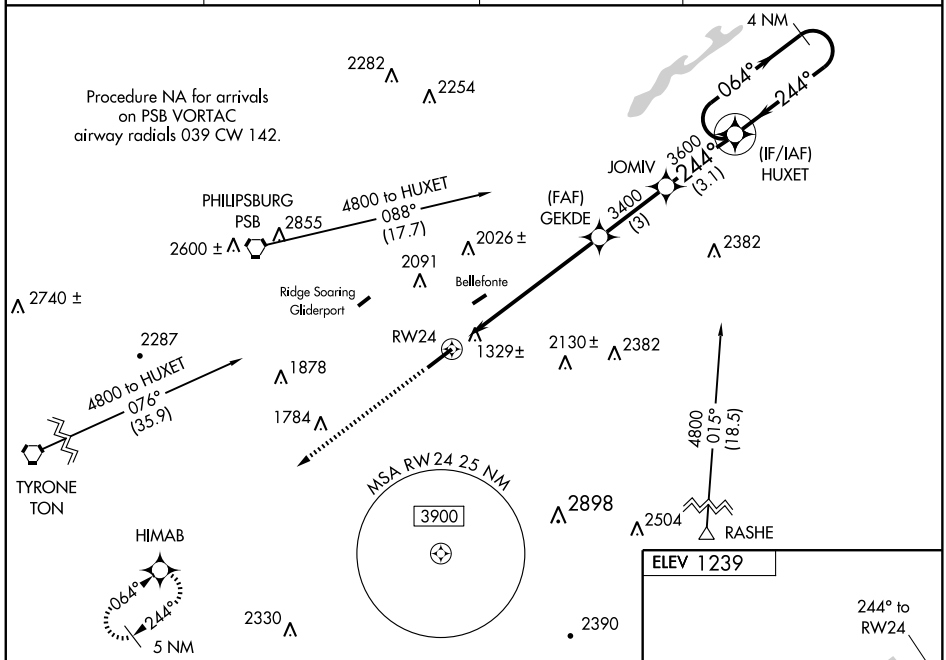
## STATE COLLEGE/ UNIVERSITY PARK (UNV)

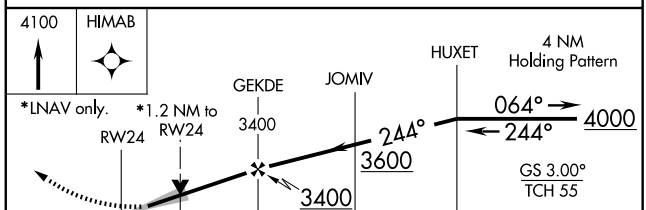
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

MALSR

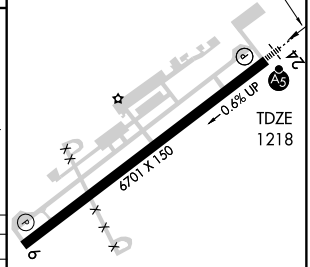
MISSED APPROACH: Climb to 4100 direct HIMAB and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1418-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1635-1 417 (400-1) | | | |
| LNAV MDA | 1620-½ 402 (400-½) | | 1620-¾ 402 (400-¾) | 1620-1 402 (400-1) |
| CIRCLING | 1640-1 401 (500-1) | 1700-1 461 (500-1) | 1700-1½ 461 (500-1½) | 1800-2 561 (600-2) |




REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC PSB 115.5 Chan 102 | APP CRS 132° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1239 |
|---|---|---|

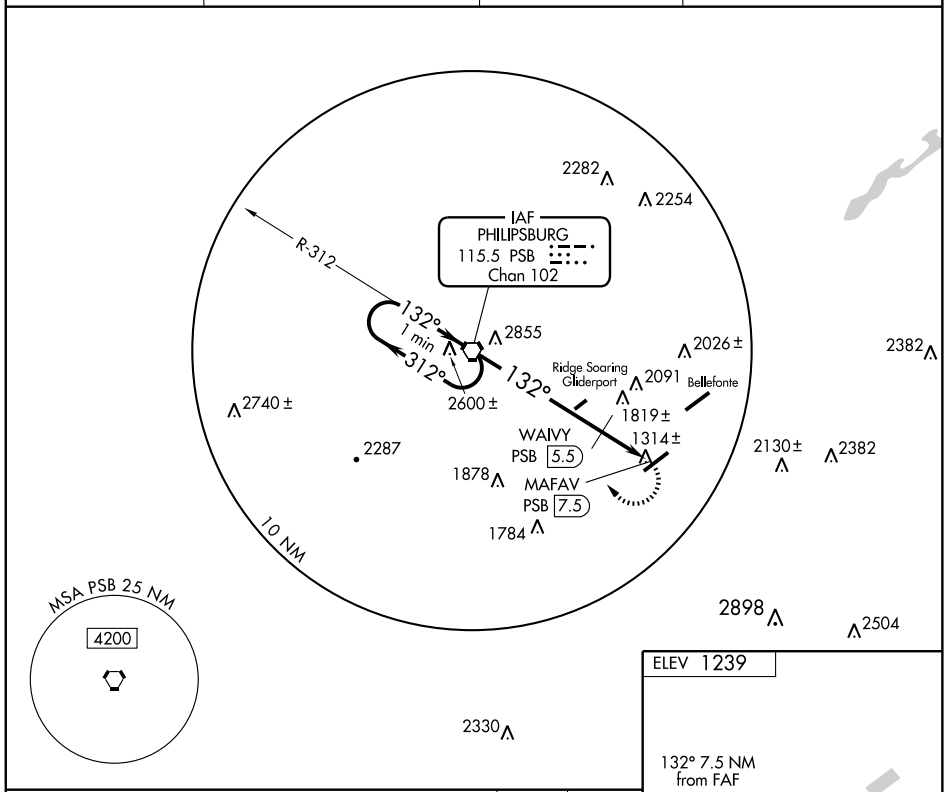
# VOR-B

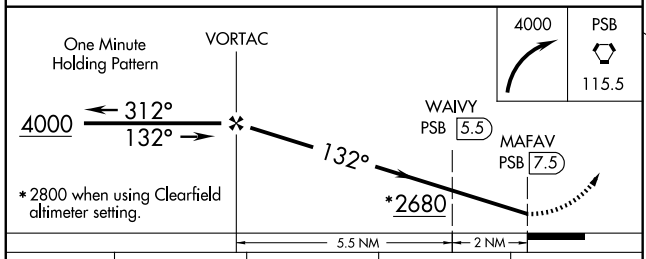
## STATE COLLEGE / UNIVERSITY PARK (UNV)

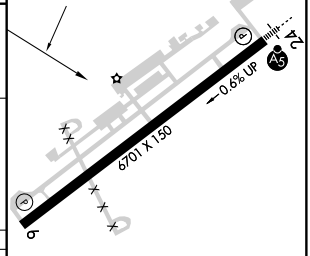
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |




REIL Rwy 6 L
HIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2680-1¼ 1441 (1500-1¼) | 2680-1½ 1441 (1500-1½) | 2680-3 1441 (1500-3) | |
| WAIVY FIX MINIMUMS | | | | |
| CIRCLING | 1960-1 721 (800-1) | | 1960-2 721 (800-2) | 1960-2¼ 721 (800-2¼) |

| FAF to MAP 7.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 232° | TDZE | N/A |
| | Apt Elev | 1729 |

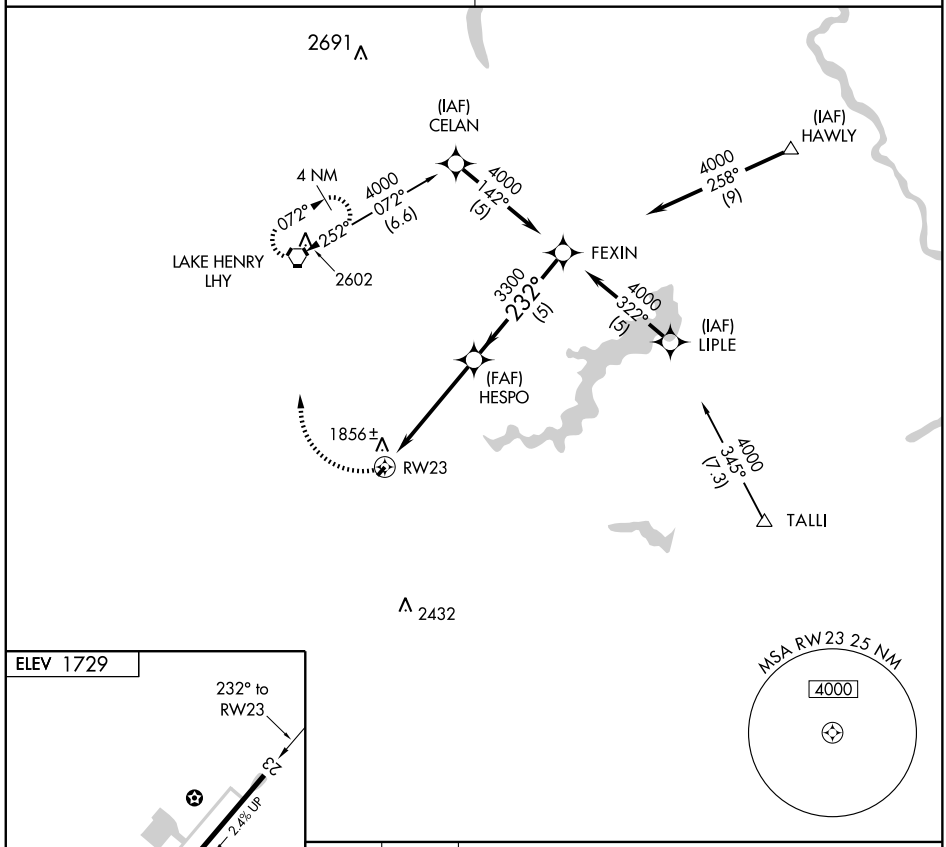
# RNAV (GPS)-A

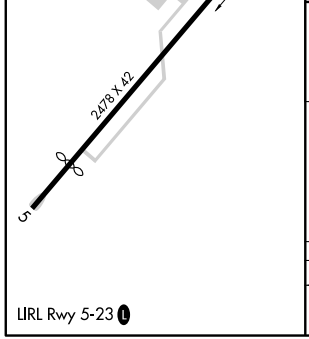
## STERLING / SPRING HILL (7Ø1N)

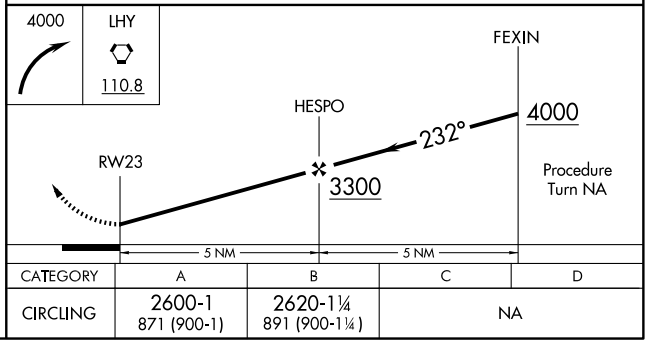
Use Wilkes-Barre/Scranton Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

| WILKES-BARRE APP CON | CTAF |
|---|---|
| 126.3 256.7 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2600-1<br>871 (900-1) | 2620-1¼<br>891 (900-1¼) | NA | |

LIRL Rwy 5-23

| VORTAC LHY | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.8 | 167° | TDZE | N/A |
| Chan 45 | | Apt Elev | 1729 |

# VOR-B

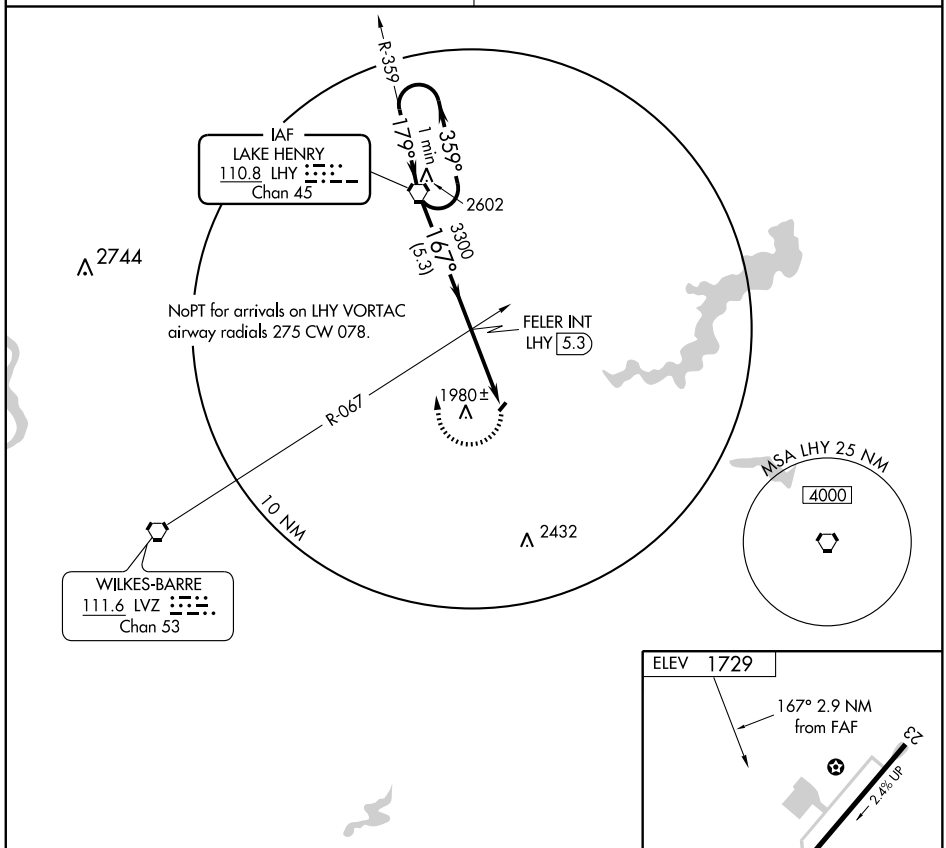
## STERLING/SPRING HILL (7ØN)

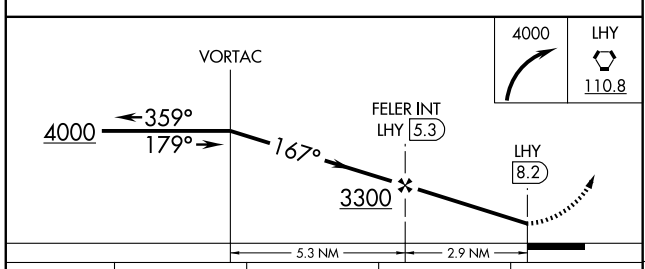
NA

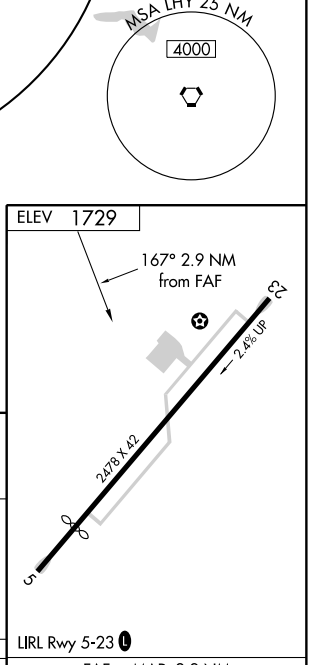
Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

| WILKES-BARRE APP CON | CTAF L |
|---|---|
| 126.3 256.7 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2600-1<br>871 (900-1) | 2620-1¼<br>891 (900-1¼) | NA | |

| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

| VOR FKL 109.6 | APP CRS 033° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1600 |
|---|---|---|

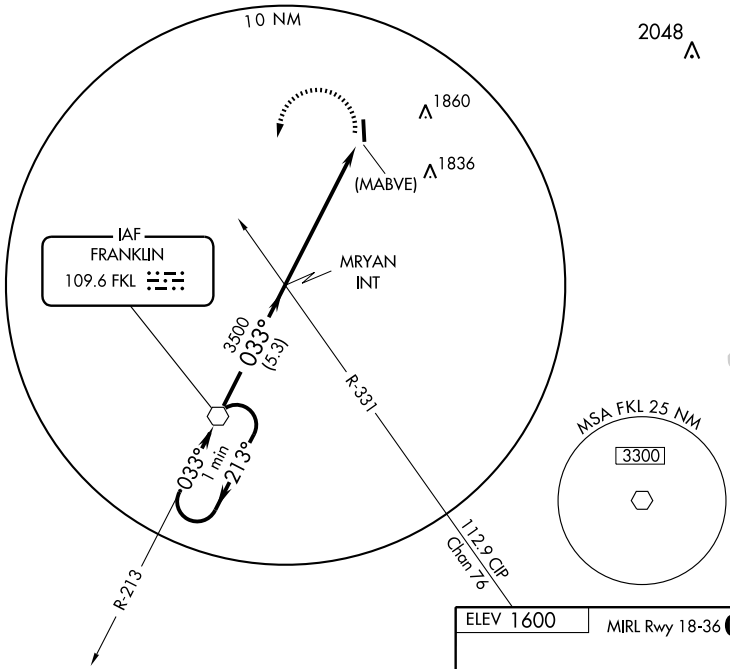
# VOR or GPS-A
## TITUSVILLE (6G1)

NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

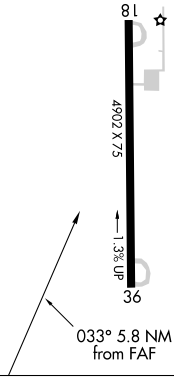
| YOUNGSTOWN APP CON ★ | CTAF |
|---|---|
| 133.95 322.3 | 122.9 L |

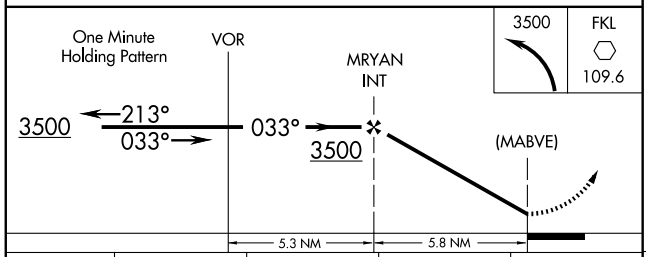



NoPT for arrivals on FKL VOR airway radials 140 CW 281.

ELEV 1600

MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2200-1 600 (600-1) | | 2200-1½ 600 (600-1½) | 2260-2 660 (700-2) |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| VORTAC MXE 113.2 Chan 79 | APP CRS 230° | Rwy ldg 3695 TDZE 436 Apt Elev 436 |
|---|---|---|

# VOR RWY 24

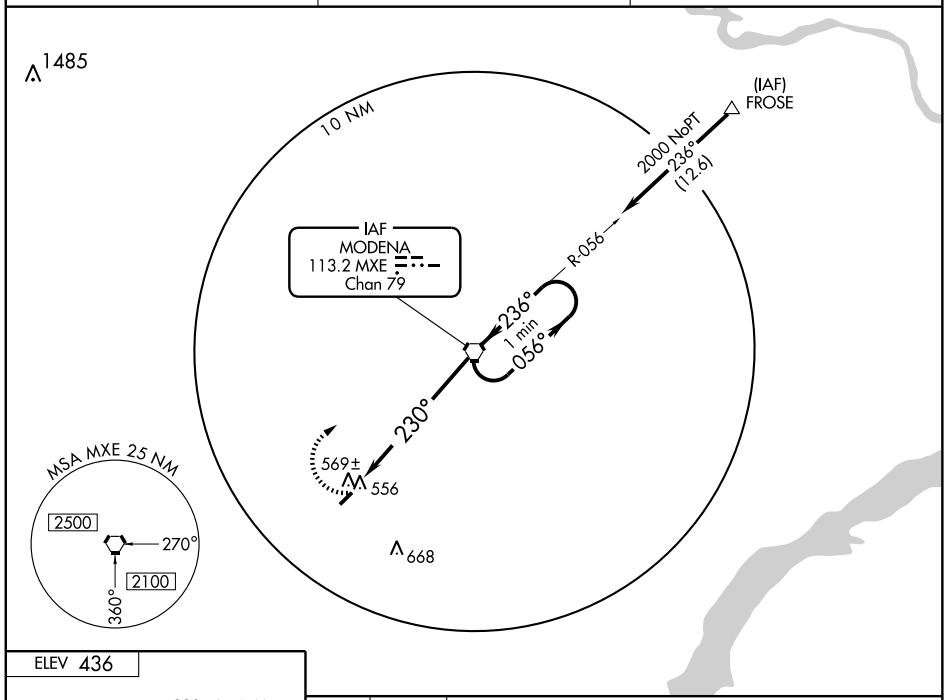
## TOUGHKENAMON/ NEW GARDEN (N57)

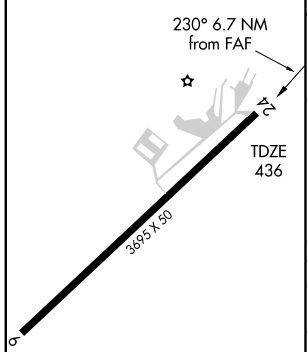
NA

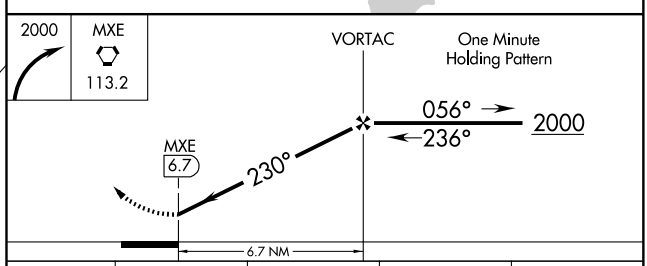
Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.35 319.15 | 125.6 | 123.05 (CTAF) |




LIRL Rwy 6-24

| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 940-1 504 (600-1) | | 940-1½ 504 (600-1½) | NA |
| CIRCLING | 960-1 524 (600-1) | | 960-1½ 524 (600-1½) | NA |
| WILMINGTON ALTIMETER SETTING MINIMUMS | | | | |
| S-24 | 1020-1 584 (600-1) | | 1020-1½ 584 (600-1½) | NA |
| CIRCLING | 1040-1 604 (700-1) | | 1040-1¾ 604 (700-1¾) | NA |

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4300 |
|---|---|---|
| 227° | TDZE | 733 |
| | Apt Elev | 730 |

# RNAV (GPS) RWY 23

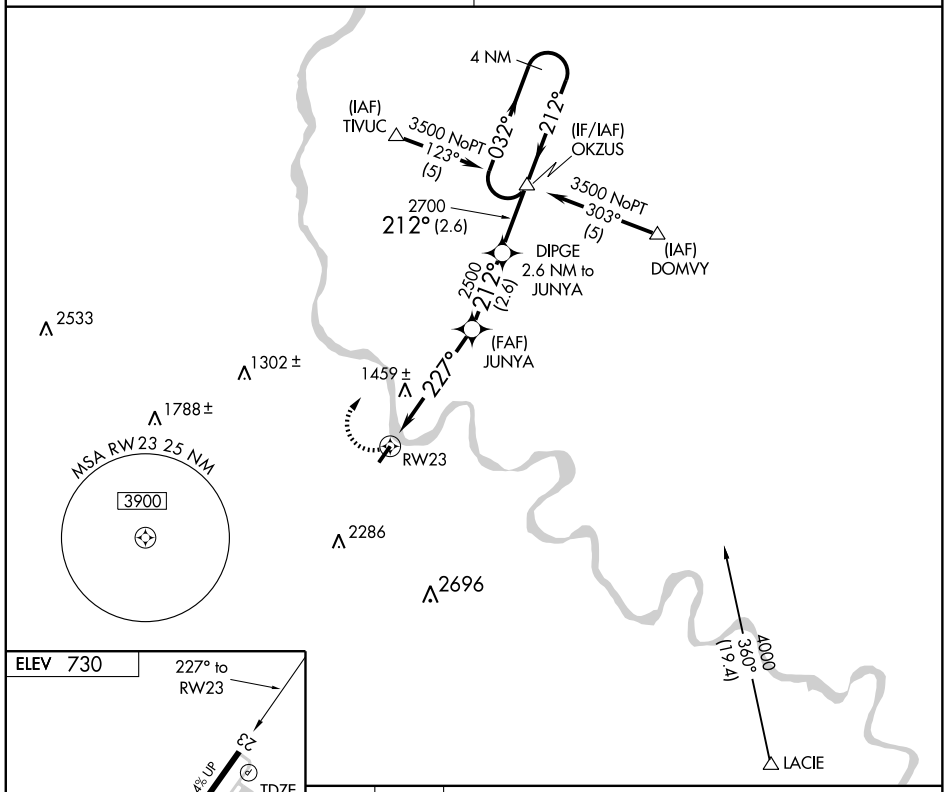
## TOWANDA/ BRADFORD COUNTY (N27)

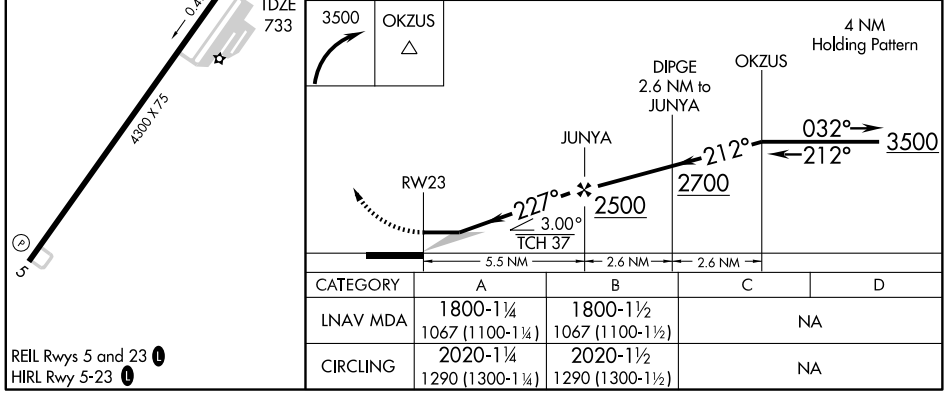
Use Tri-Cities, NY altimeter setting
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

BINGHAMTON APP CON
**118.6 257.625**

UNICOM
**123.0** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1¼<br>1067 (1100-1¼) | 1800-1½<br>1067 (1100-1½) | NA | |
| CIRCLING | 2020-1¼<br>1290 (1300-1¼) | 2020-1½<br>1290 (1300-1½) | NA | |

TOWER CITY, PENNSYLVANIA

AL-10373 (FAA)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 234° | TDZE | N/A |
| | Apt Elev | 791 |

# RNAV (GPS)-A

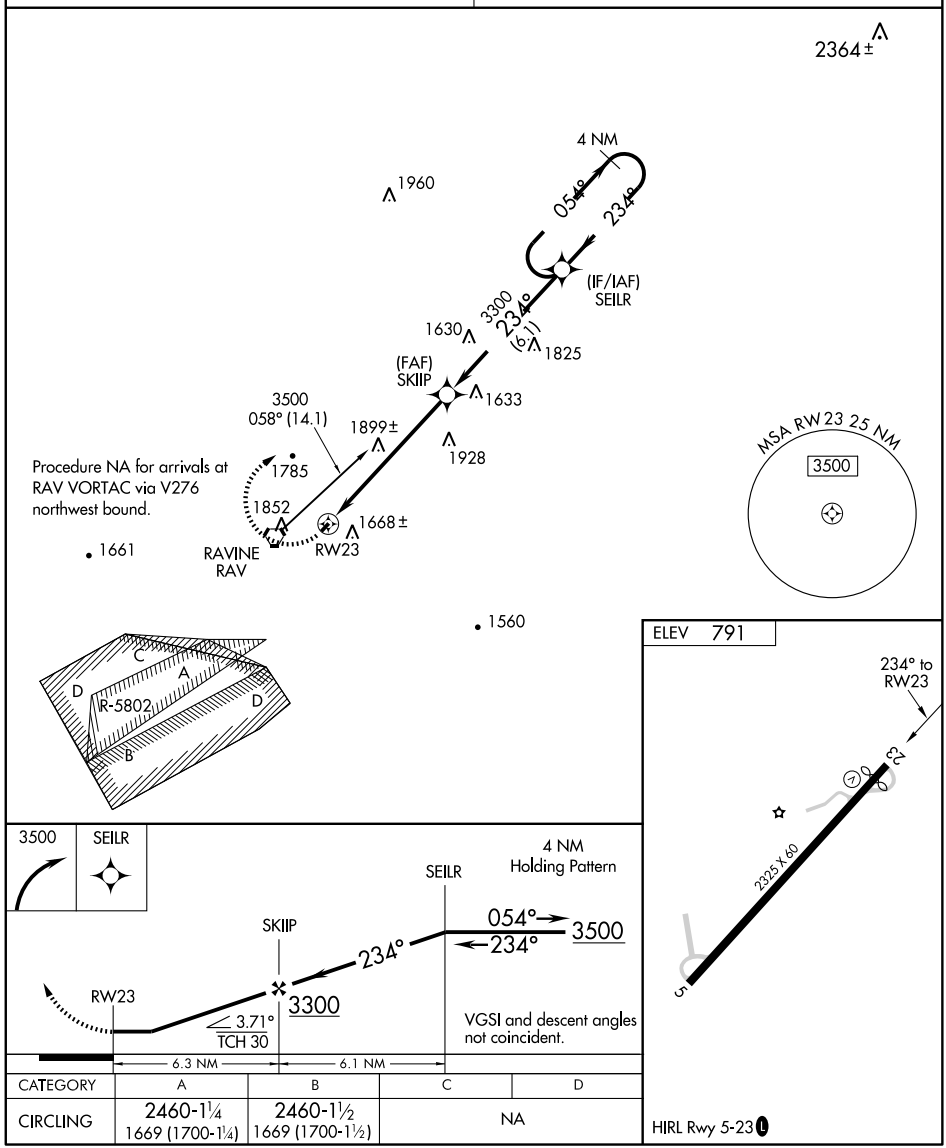
TOWER CITY/ BENDIGO (74N)

NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

| HARRISBURG APP CON | CTAF |
|---|---|
| 126.45 269.45 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2460-1¼<br>1669 (1700-1¼) | 2460-1½<br>1669 (1700-1½) | NA | |

HIRL Rwy 5-23 L

NE-4. 14 JAN 2010 to 11 FEB 2010

# (DEMME.DEMME1) DEMME ONE ARRIVAL (RNAV)

09351

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH INTL

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

HEINZ
281°
3000
280°
(5)
RIVRZ
3000
280°
(3)
PENGN
3100
308°
(21)
302°
GRUNZ
302°
(7)
3100
DEMME
3600
302°
(5)
STILR
070°
3100
359°
(3)
LMBRT
3100
359°
(5)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

WASHINGTON COUNTY

NESTO
TURBOJET VERTICAL
NAVIGATION PLANNING INFORMATION
East Flow- Expect clearance to cross at 10000.
West Flow- Expect clearance to cross at 10000/250 KTS.
When Rwy 28 simultaneous is in use,
expect clearance to cross at 9000.

4000
317°
(6)
PLEEZ
210 KTS
10 NM
5000
317°
(12)
EJOCY
8000
317°
(3)
INDIAN HEAD
IHD
VINSE
10000
280°
(67)

N

NOTE: Chart not to scale

INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

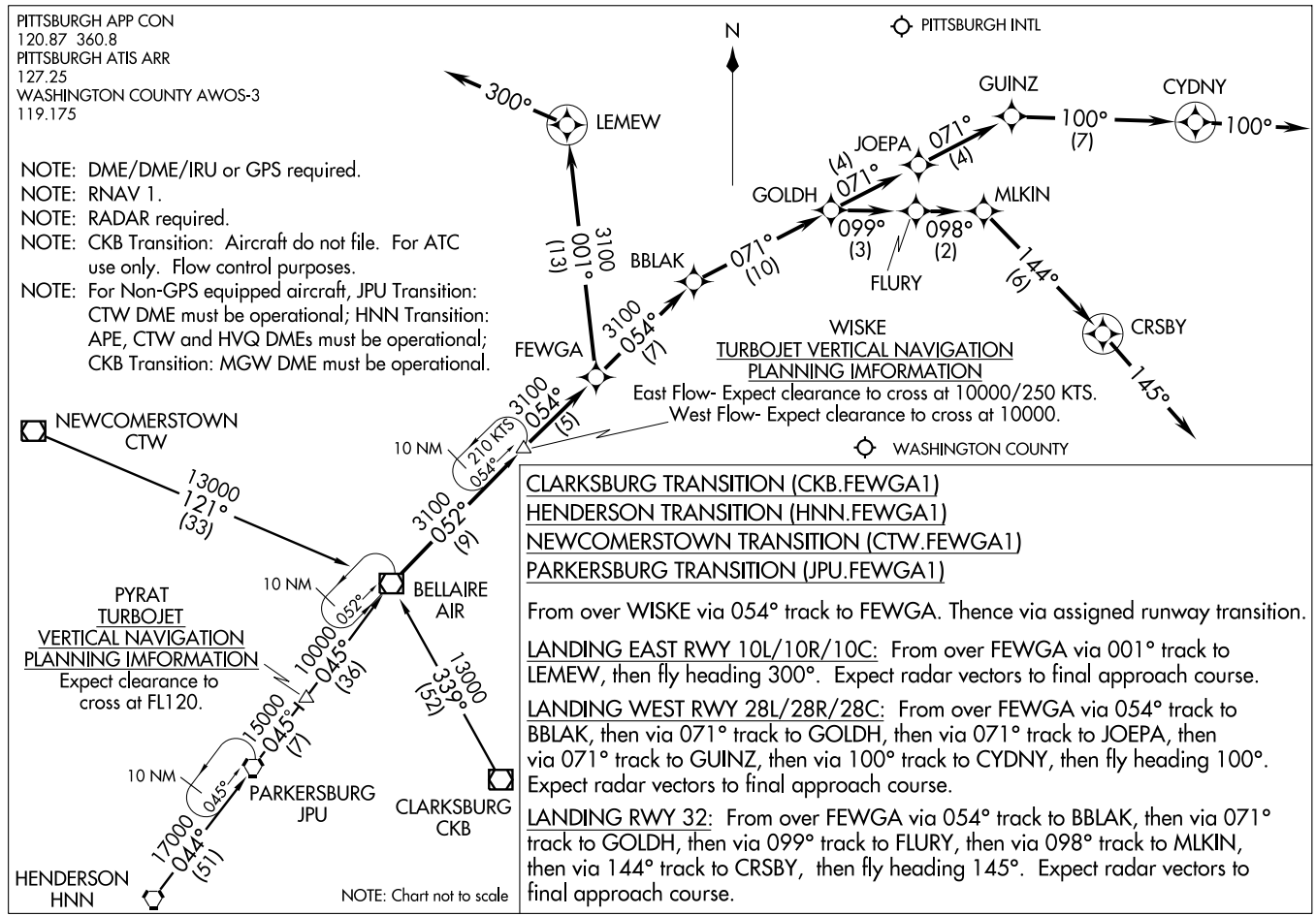
# FEWGA ONE ARRIVAL (RNAV)





PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.




CLARKSBURG TRANSITION (CKB.FEWGA1)
HENDERSON TRANSITION (HNN.FEWGA1)
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1)
PARKERSBURG TRANSITION (JPU.FEWGA1)

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

| LOC/DME I-AFJ 110.3 Chan 40 | APP CRS 273° | Rwy ldg 5000<br>TDZE 1184<br>Apt Elev 1184 |
|---|---|---|

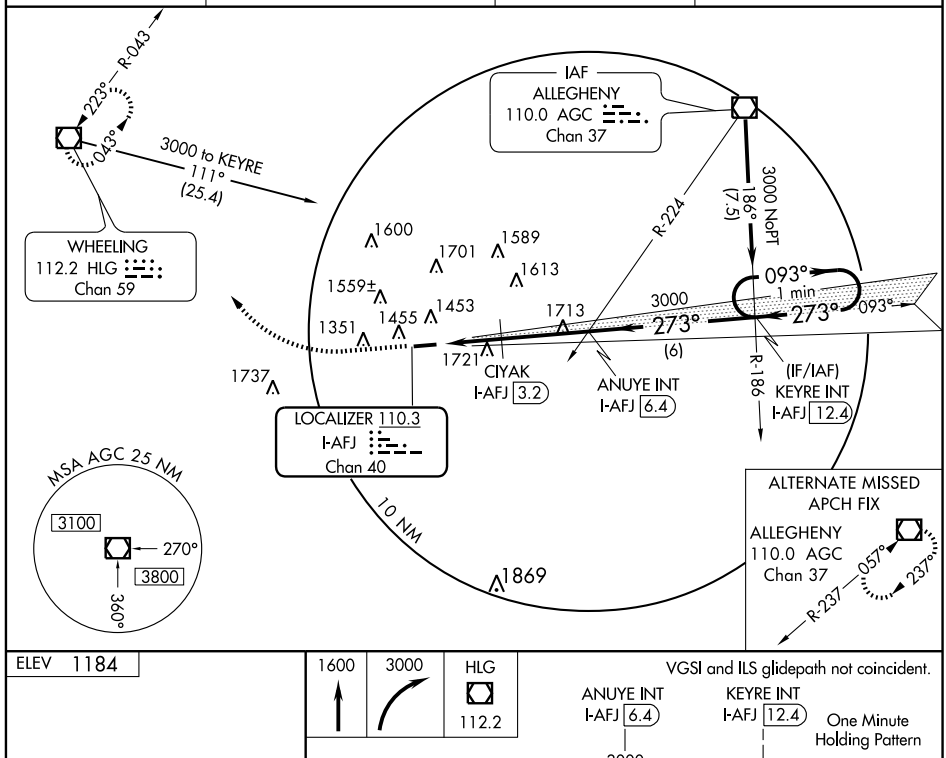
# ILS or LOC RWY 27
## WASHINGTON COUNTY (AFJ)

If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.

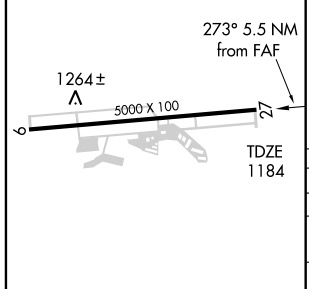
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 119.35 285.575 | 127.3 | 122.8 (CTAF) |

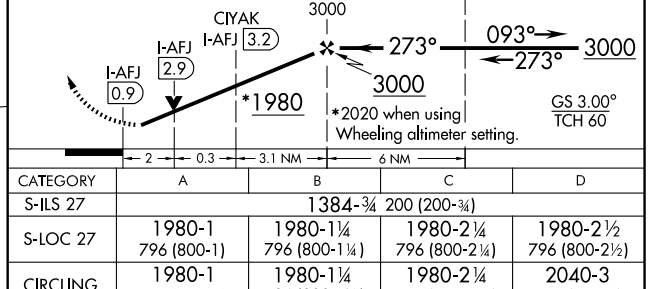



ELEV 1184




HIRL Rwy 9-27
REIL Rwy 27

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |



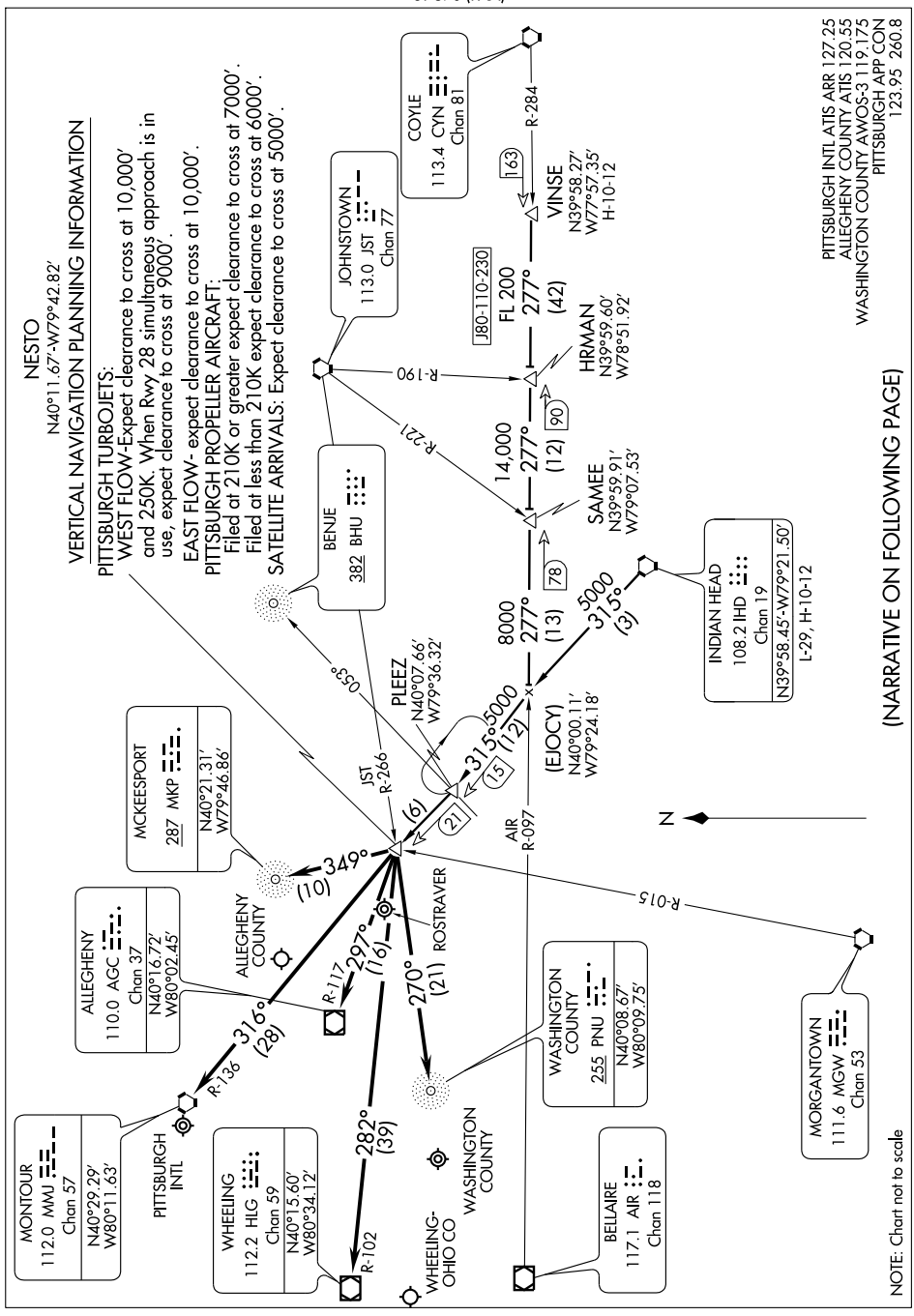

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1384-¾ 200 (200-¾) | | | |
| S-LOC 27 | 1980-1<br>796 (800-1) | 1980-1¼<br>796 (800-1¼) | 1980-2¼<br>796 (800-2¼) | 1980-2½<br>796 (800-2½) |
| CIRCLING | 1980-1<br>796 (800-1) | 1980-1¼<br>796 (800-1¼) | 1980-2¼<br>796 (800-2¼) | 2040-3<br>856 (900-3) |
| DME MINIMUMS | | | | |
| S-LOC 27 | 1780-1 596 (600-1) | | 1780-1½<br>596 (600-1½) | 1780-1¾<br>596 (600-1¾) |
| CIRCLING | 1780-1<br>596 (600-1) | 1800-1<br>616 (700-1) | 1800-1¾<br>616 (700-1¾) | 2040-3<br>856 (900-3) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# NESTO TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

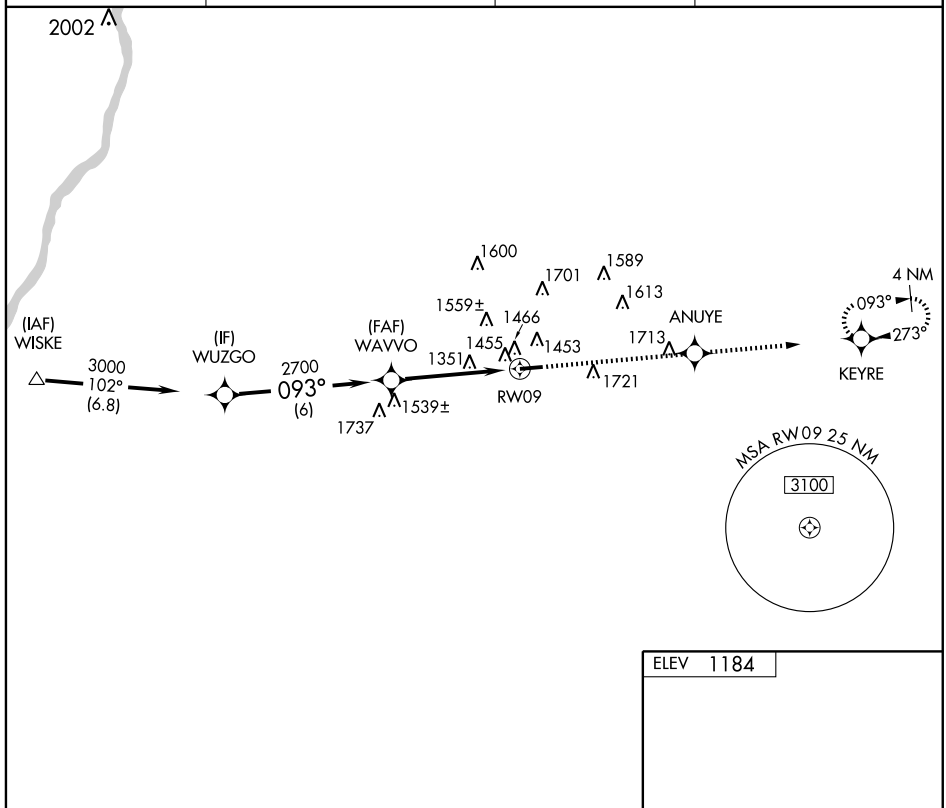
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 093° | TDZE | 1184 |
| | Apt Elev | 1184 |

# RNAV (GPS) RWY 9
## WASHINGTON COUNTY (AFJ)

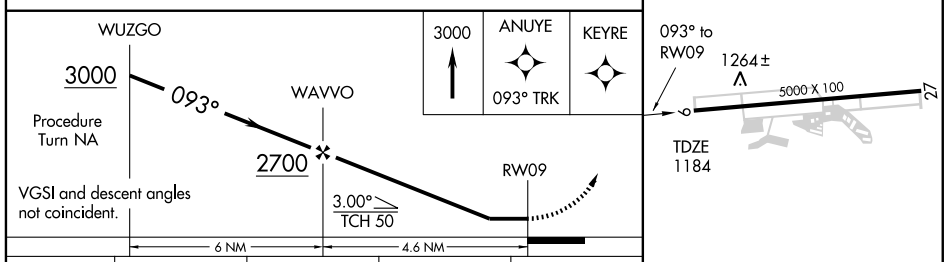
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 119.35 285.575 | 127.3 | 122.8 (CTAF) L |




NE-4. 14 JAN 2010 to 11 FEB 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 536 (600-1) | | 1720-1½ 536 (600-1½) | 1720-1¾ 536 (600-1¾) |
| CIRCLING | 1780-1 596 (600-1) | 1800-1 616 (700-1) | 1800-1¾ 616 (700-1¾) | 2040-2¾ 856 (900-2¾) |

HIRL Rwy 9-27 L
REIL Rwy 27 L

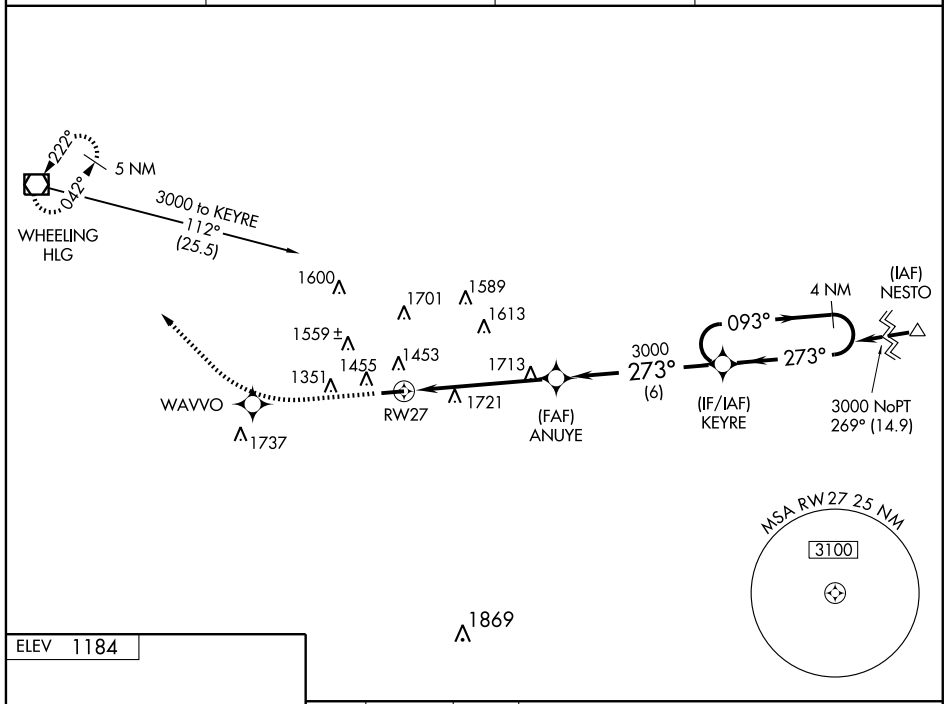
| WAAS CH 90107 W27A | APP CRS 273° | Rwy ldg 5000<br>TDZE 1184<br>Apt Elev 1184 |
|---|---|---|

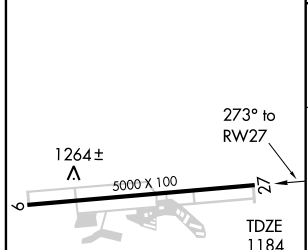
# RNAV (GPS) RWY 27
## WASHINGTON COUNTY (AFJ)

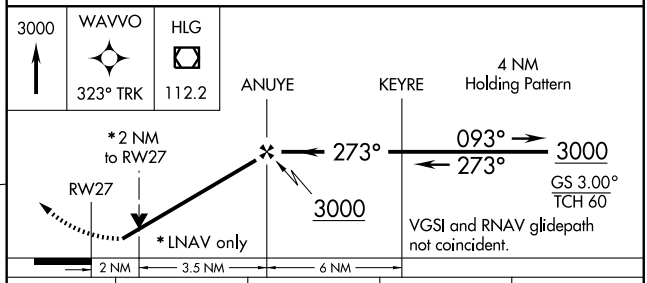
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 119.35 285.575 | 127.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1690-1¾ 506 (600-1¾) | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1980-1<br>796 (800-1) | 1980-1¼<br>796 (800-1¼) | 1980-2¼<br>796 (800-2¼) | 1980-2½<br>796 (800-2½) |
| CIRCLING | 1980-1¾ 796 (800-1¾) | | 1980-2¼<br>796 (800-2¼) | 2040-2¾<br>856 (900-2¾) |

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4. 14 JAN 2010 to 11 FEB 2010

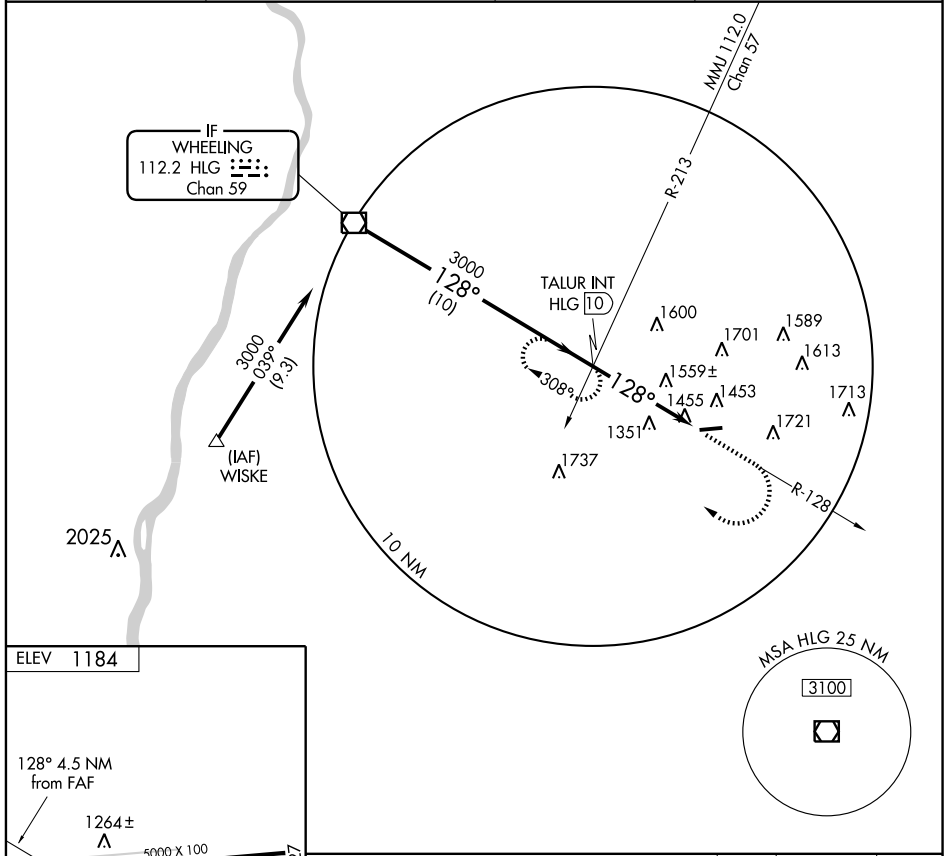
| VOR/DME HLG | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.2 | 128° | TDZE | N/A |
| Chan 59 | | Apt Elev | 1184 |

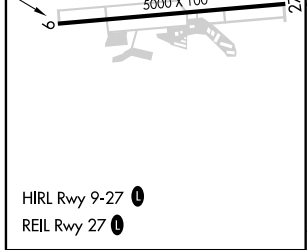
# VOR-B
## WASHINGTON COUNTY (AFJ)

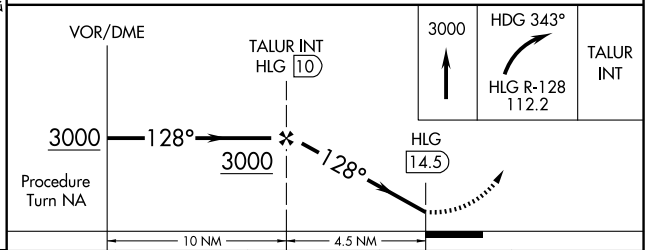
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.
When VGSI inop, circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 3000, then right turn via heading 343° and HLG R-128 to TALUR Int/10 DME and hold.

| AWOS-3 | PITTSBURGH APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 119.175 | 119.35 | 285.575 | 127.3 | 122.8 (CTAF) L |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

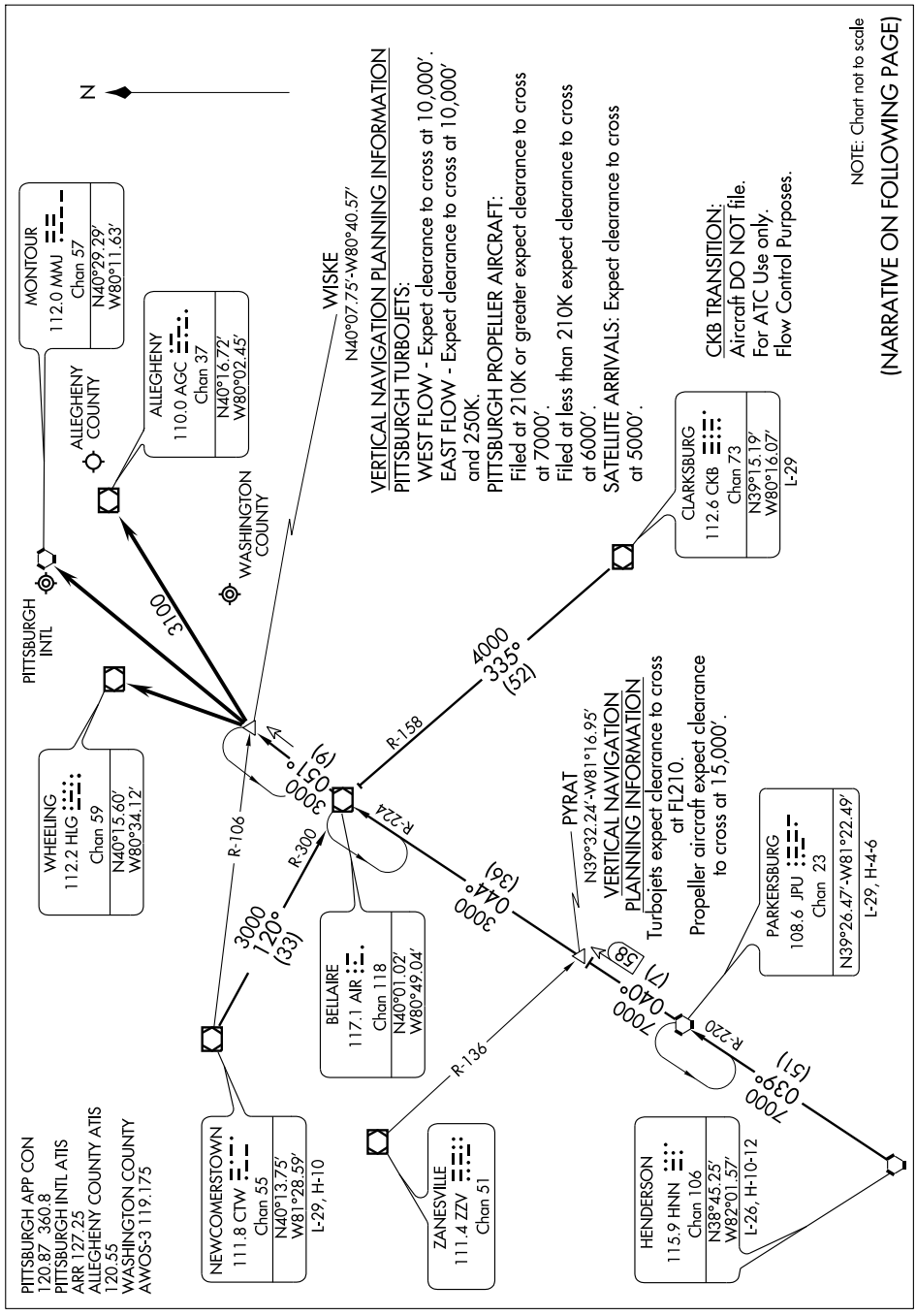
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1860-1 676 (700-1) | | 1860-2 676 (700-2) | 2040-2¾ 856 (900-2¾) |

NE-4. 14 JAN 2010 to 11 FEB 2010

# WISKE THREE ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45806 W09A | APP CRS 088° | Rwy ldg 3500<br>TDZE 1069<br>Apt Elev 1069 |
|---|---|---|

# RNAV (GPS) RWY 9

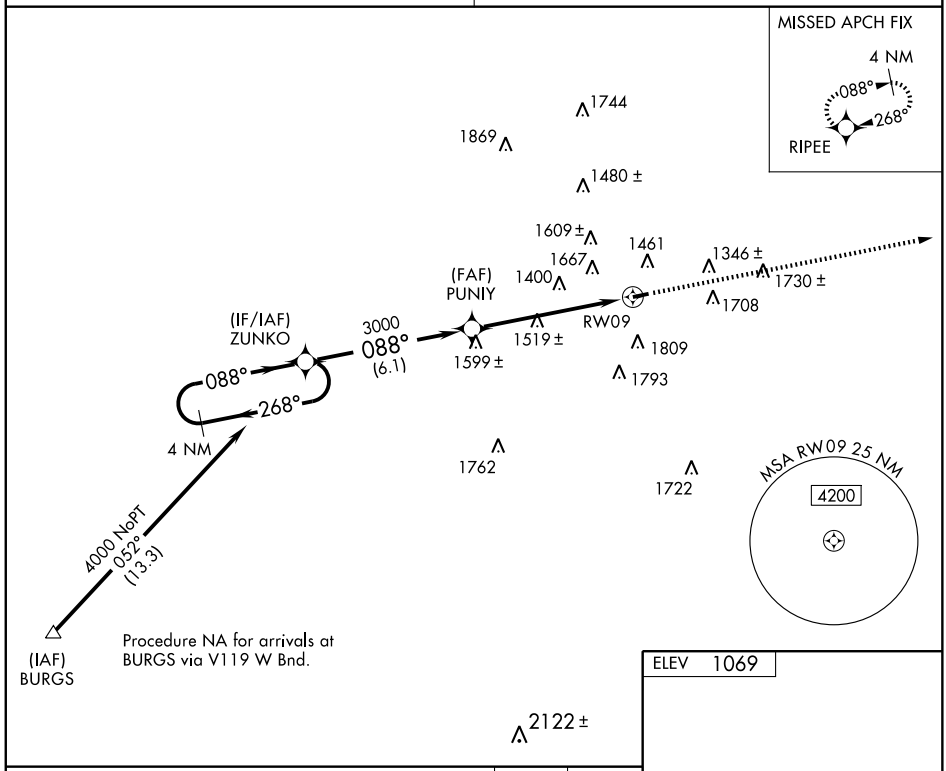
## WAYNESBURG/ GREENE COUNTY (WAY)

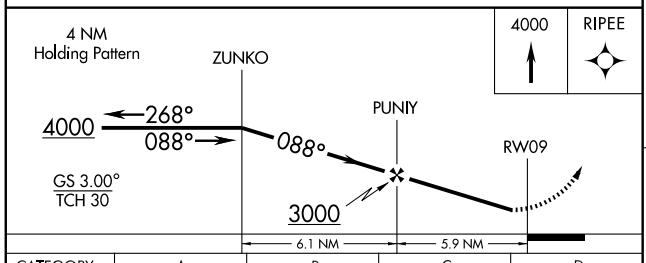
NA

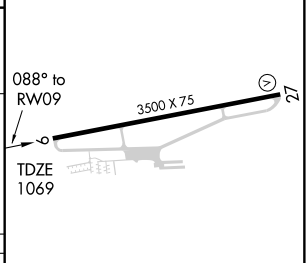
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 126.95 239.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1492-1½ 423 (500-1½) | | | NA |
| LNAV MDA | 1840-1<br>771 (800-1) | 1840-1¼<br>771 (800-1¼) | 1840-2¼<br>771 (800-2¼) | NA |
| CIRCLING | 1880-1<br>811 (900-1) | 2060-1½<br>991 (1000-1½) | 2060-3<br>991 (1000-3) | NA |

MIRL Rwy 9-27

NE-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3500 |
|---|---|---|
| 268° | TDZE | 1069 |
| | Apt Elev | 1069 |

# RNAV (GPS) RWY 27

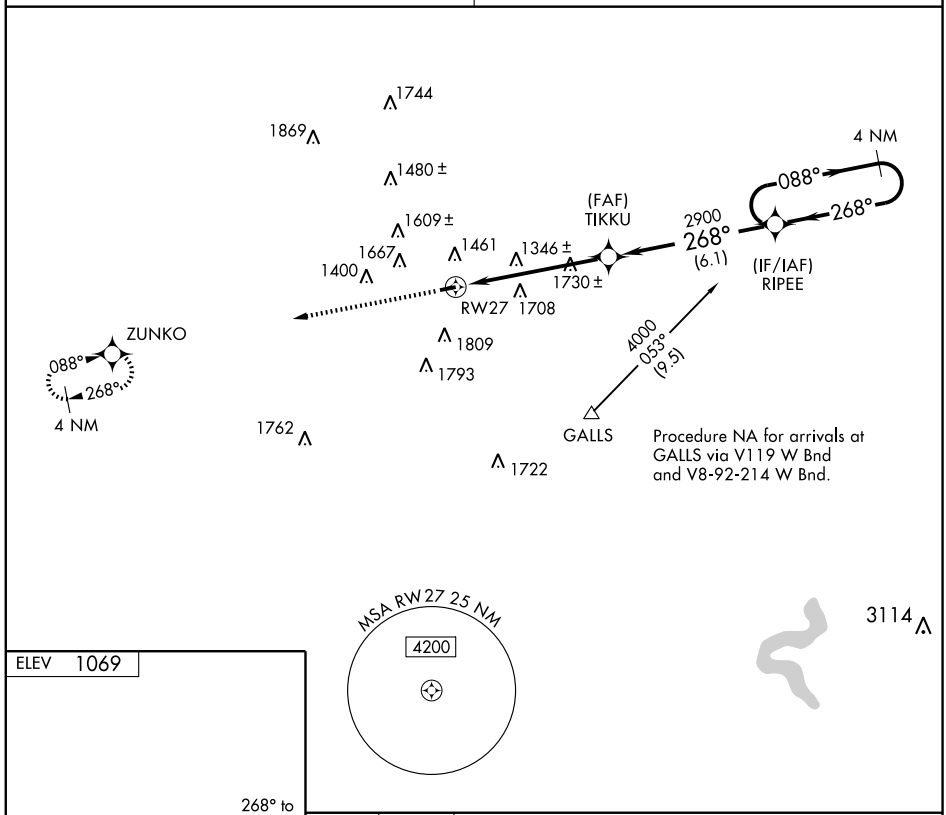
## WAYNESBURG/ GREENE COUNTY (WAY)

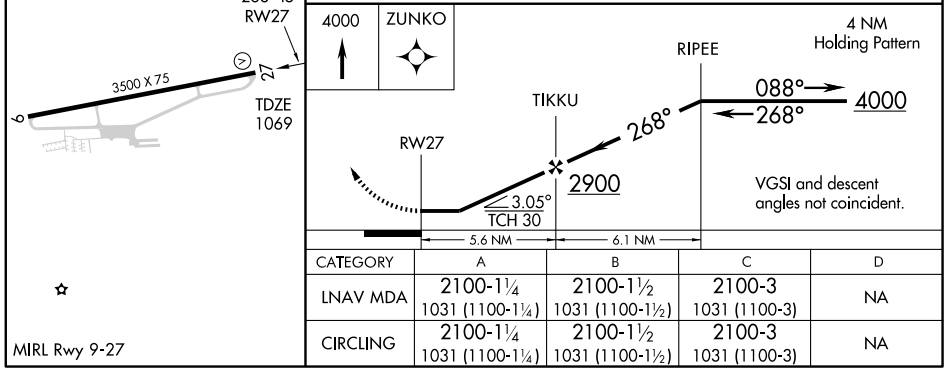
NA

Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| **126.95 239.3** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1¼ 1031 (1100-1¼) | 2100-1½ 1031 (1100-1½) | 2100-3 1031 (1100-3) | NA |
| CIRCLING | 2100-1¼ 1031 (1100-1¼) | 2100-1½ 1031 (1100-1½) | 2100-3 1031 (1100-3) | NA |

| APP CRS | Rwy ldg | 3600 |
|---|---|---|
| 279° | TDZE | 1899 |
| | Apt Elev | 1899 |

# GPS RWY 28
## WELLSBORO JOHNSTON (N38)

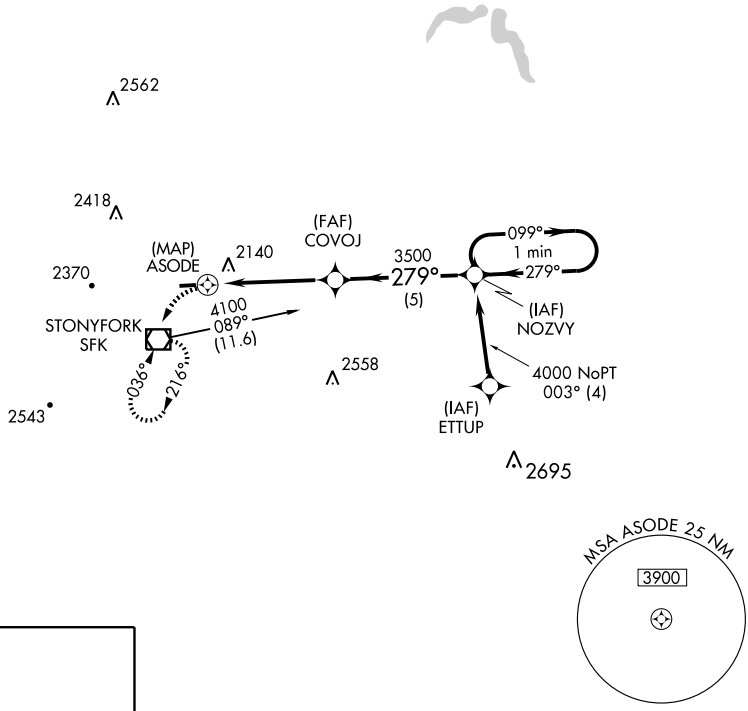
NA

Use Elmira, NY altimeter setting.

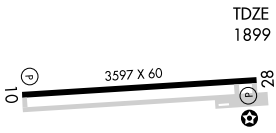
MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.

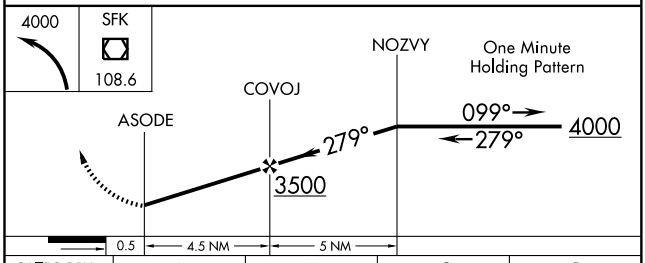
ELMIRA APP CON ★
**119.45 257.8**

UNICOM
**122.8** (CTAF) L




ELEV 1899




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2680-1<br>781 (800-1) | 2680-1¼<br>781 (800-1¼) | 2680-2¼<br>781 (800-2¼) | NA |
| CIRCLING | 3020-1¼<br>1121 (1200-1¼) | 3020-1½<br>1121 (1200-1½) | 3020-3<br>1121 (1200-3) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

| VOR/DME SFK 108.6 Chan 23 | APP CRS 036° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1899 |
|---|---|---|

# VOR or GPS-A
## WELLSBORO JOHNSTON (N38)

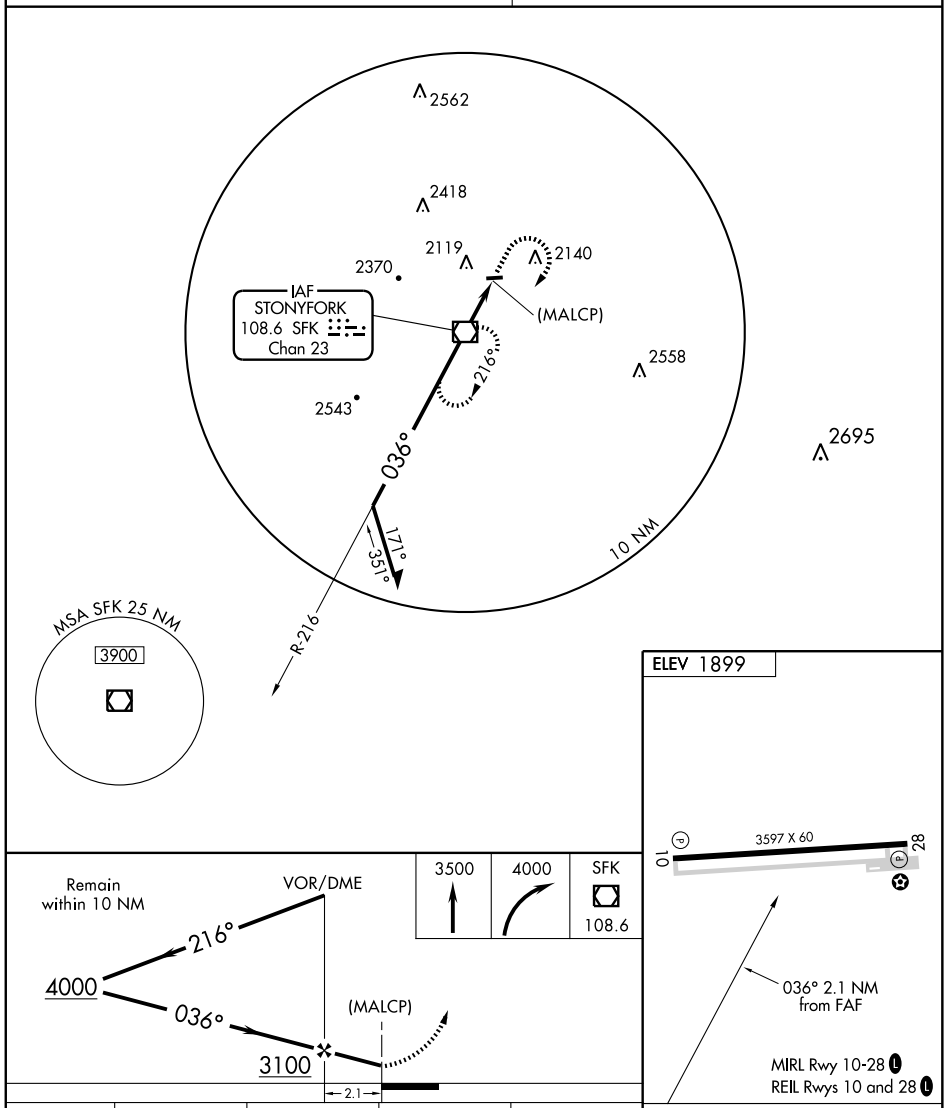
NA

Use Elmira, NY altimeter setting.

MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★
**119.45 257.8**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3020-1¼<br>1121 (1200-1¼) | 3020-1½<br>1121 (1200-1½) | 3020-3<br>1121 (1200-3) | NA |

FAF to MAP 2.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

| APP CRS | Rwy ldg | 3222 |
|---|---|---|
| 088° | TDZE | 466 |
| | Apt Elev | 466 |

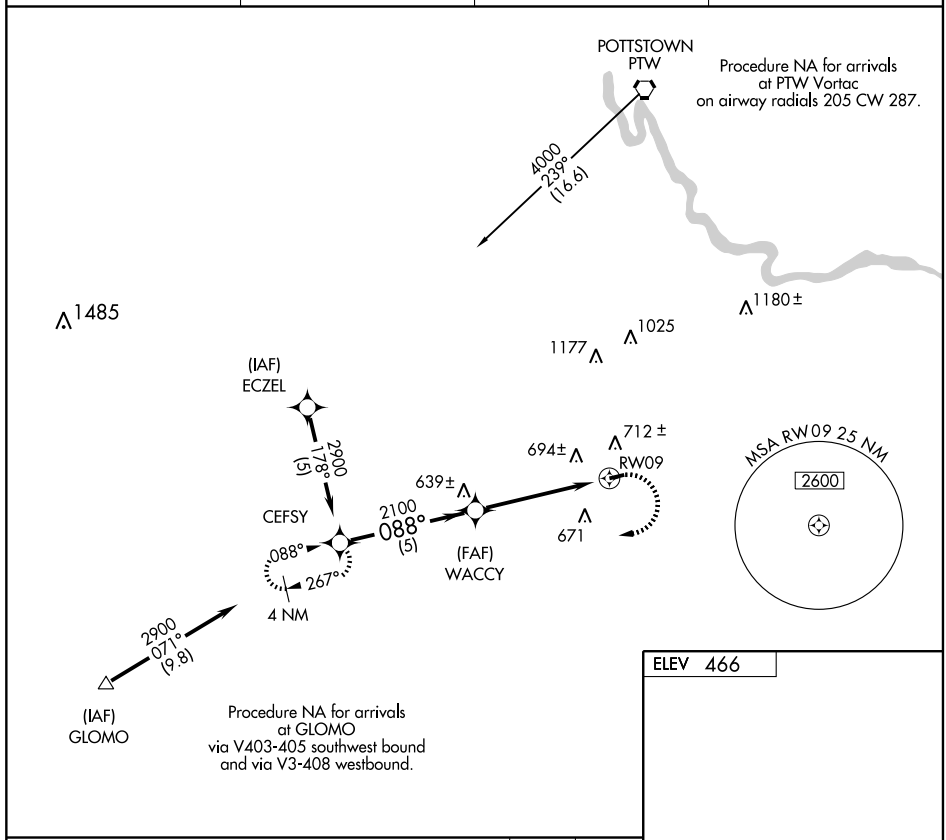
# RNAV (GPS) RWY 9
## WEST CHESTER/BRANDYWINE (OQN)

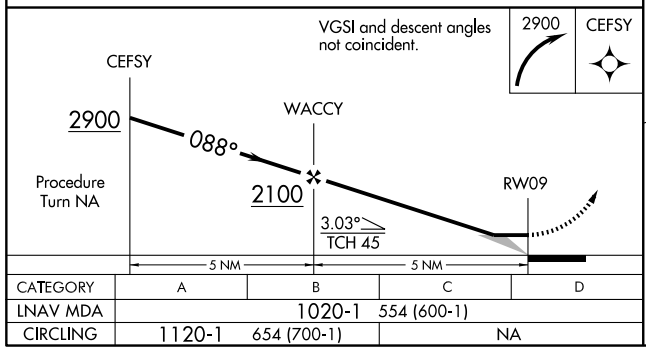
Use Coatesville/Chester County G.O. Carlson altimeter setting. DME/DME RNP-0.3 NA.

NA

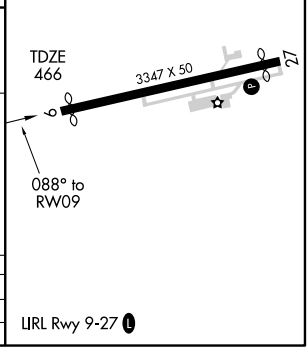
MISSED APPROACH: Climbing right turn to 2900 direct CEFSY WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 121.4 | 124.35 | 319.15 | 125.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 554 (600-1) | | | |
| CIRCLING | 1120-1 654 (700-1) | | NA | |



| APP CRS | Rwy ldg | 3097 |
|---|---|---|
| 269° | TDZE | 466 |
| | Apt Elev | 466 |

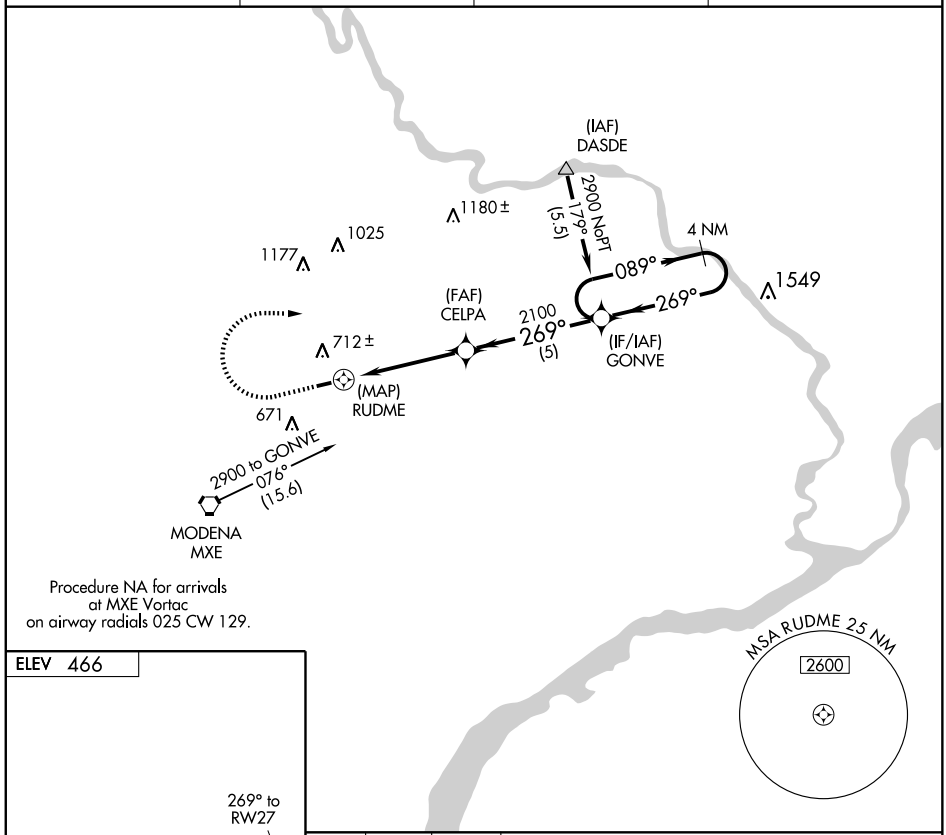
# RNAV (GPS) RWY27
## WEST CHESTER/BRANDYWINE (OQN)

Use Coatesville/Chester County G.O. Carlson altimeter setting. DME/DME RNP-0.3 NA.

NA

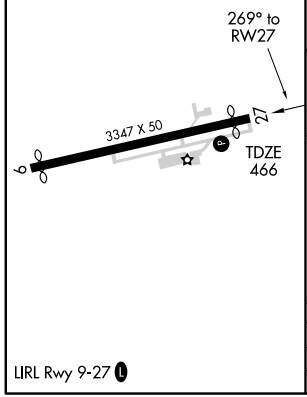
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

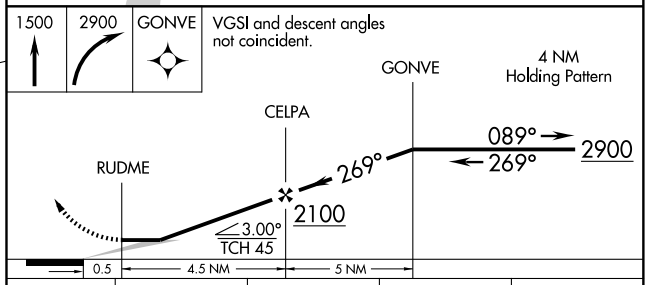
| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.4 | 124.35 319.15 | 125.6 | 123.075 (CTAF) L |




Procedure NA for arrivals at MXE Vortac on airway radials 025 CW 129.

ELEV 466




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 554 (600-1) | | | |
| CIRCLING | 1120-1 654 (700-1) | | NA | |

LIRL Rwy 9-27 L

NE-4. 14 JAN 2010 to 11 FEB 2010

| VORTAC MXE 113.2 Chan 79 | APP CRS 052° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 466 |
|---|---|---|

# VOR-A

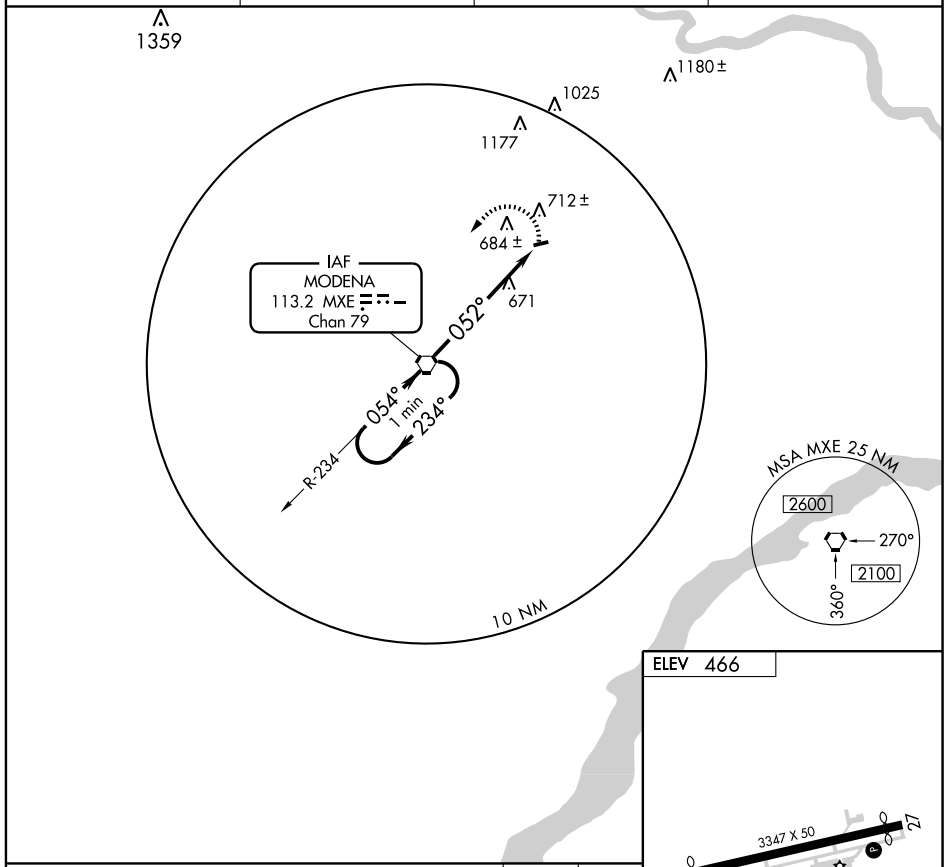
## WEST CHESTER/ BRANDYWINE (OQN)

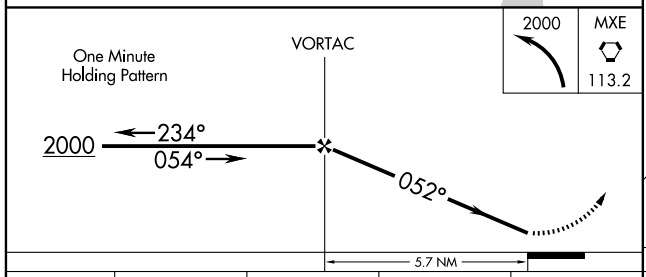
NA

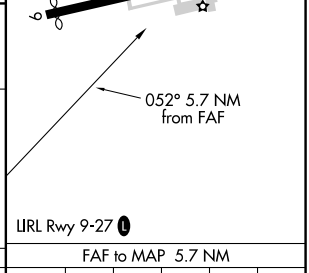
Use Coatesville/Chester County G.O. Carlson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 121.4 | 124.35 | 319.15 | 125.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1120-1 | 654 (700-1) | NA | |

FAF to MAP 5.7 NM

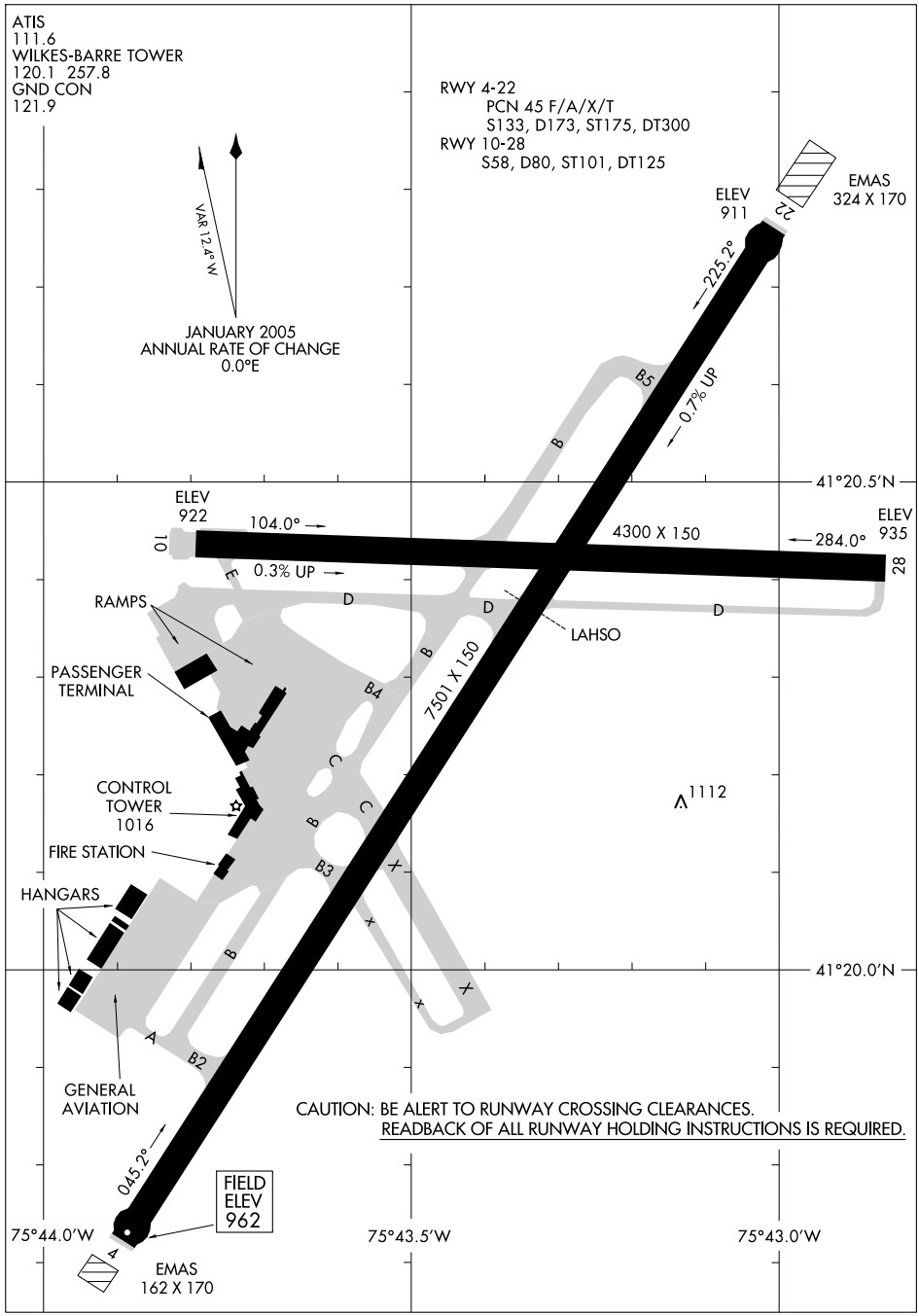
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

NE-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA




NE-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-AVP | APP CRS | Rwy ldg | 7501 |
|---|---|---|---|
| 109.9 | 045° | TDZE | 962 |
| Chan 36 | | Apt Elev | 962 |

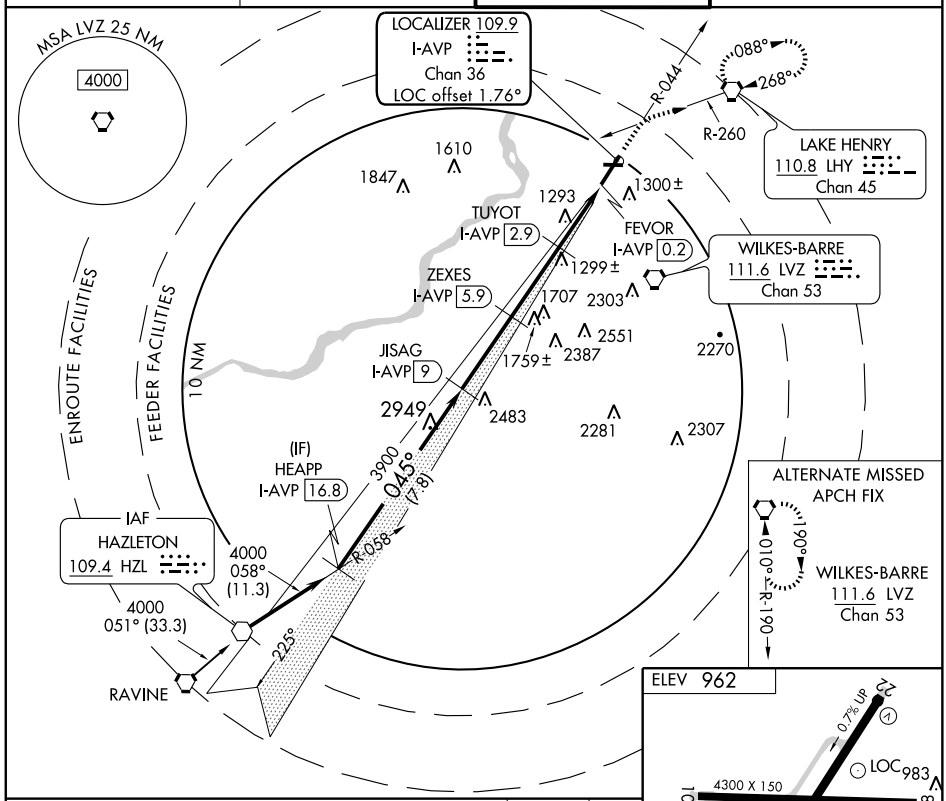
# ILS or LOC/DME RWY 4
## WILKES-BARRE/SCRANTON INTL (AVP)

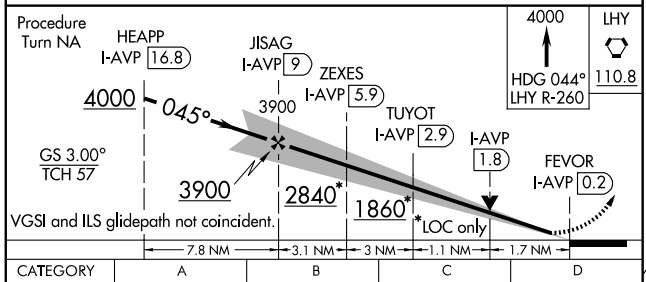
If local altimeter setting not received procedure NA.

MALSR

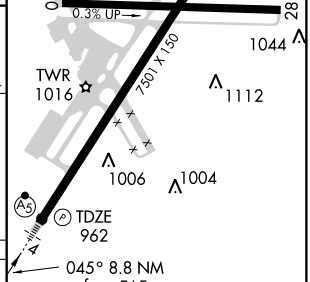
MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1212/24 250 (300-½) | | | |
| S-LOC 4 | 1540/24 578 (600-½) | | 1540/50 578 (600-1) | 1540/60 578 (600-1¼) |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) |




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

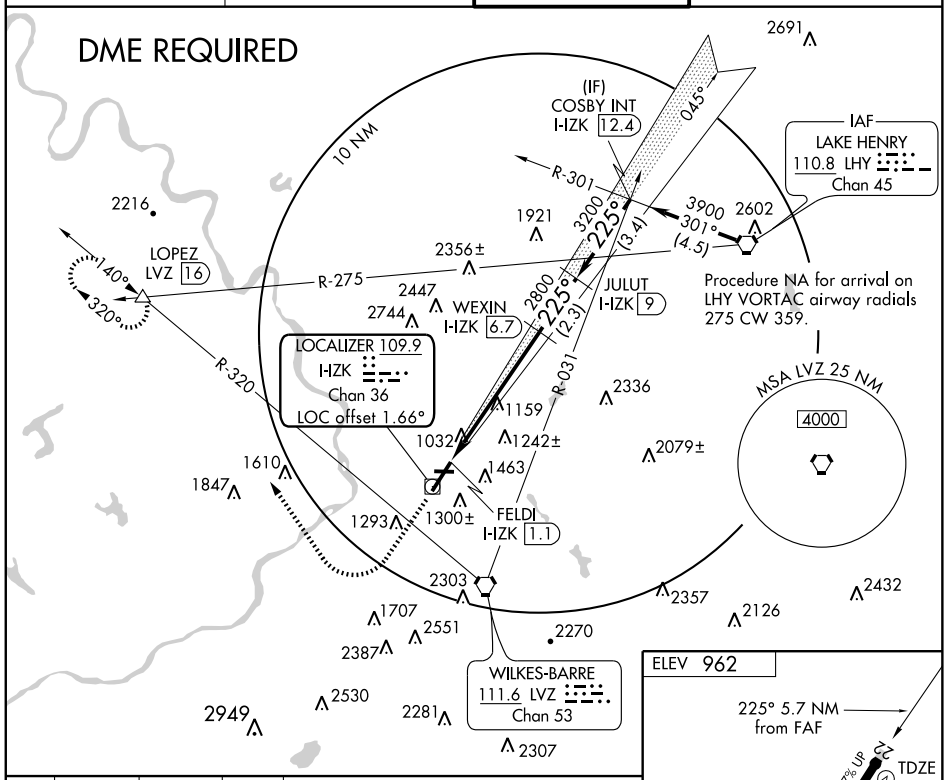
NE-4. 14 JAN 2010 to 11 FEB 2010

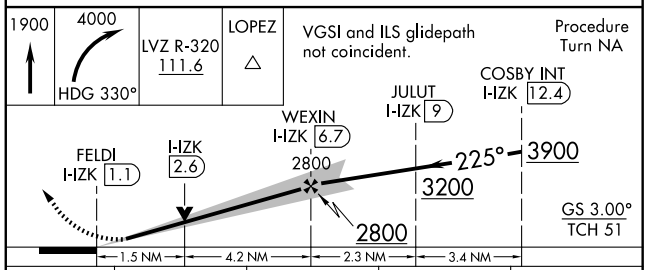
| LOC/DME I-IZK 109.9 Chan 36 | APP CRS 225° | Rwy ldg 7501 TDZE 933 Apt Elev 962 |
|---|---|---|

# ILS or LOC/DME RWY 22
## WILKES-BARRE/SCRANTON INTL (AVP)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |



HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1183-1 250 (300-1) | | | |
| S-LOC 22 | 1420-1 487 (500-1) | | 1420-1¼ 487 (500-1¼) | 1420-1½ 487 (500-1½) |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) |

NE-4. 14 JAN 2010 to 11 FEB 2010

| LOM AV | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 257 | 044° | TDZE | N/A |
| | | Apt Elev | 962 |

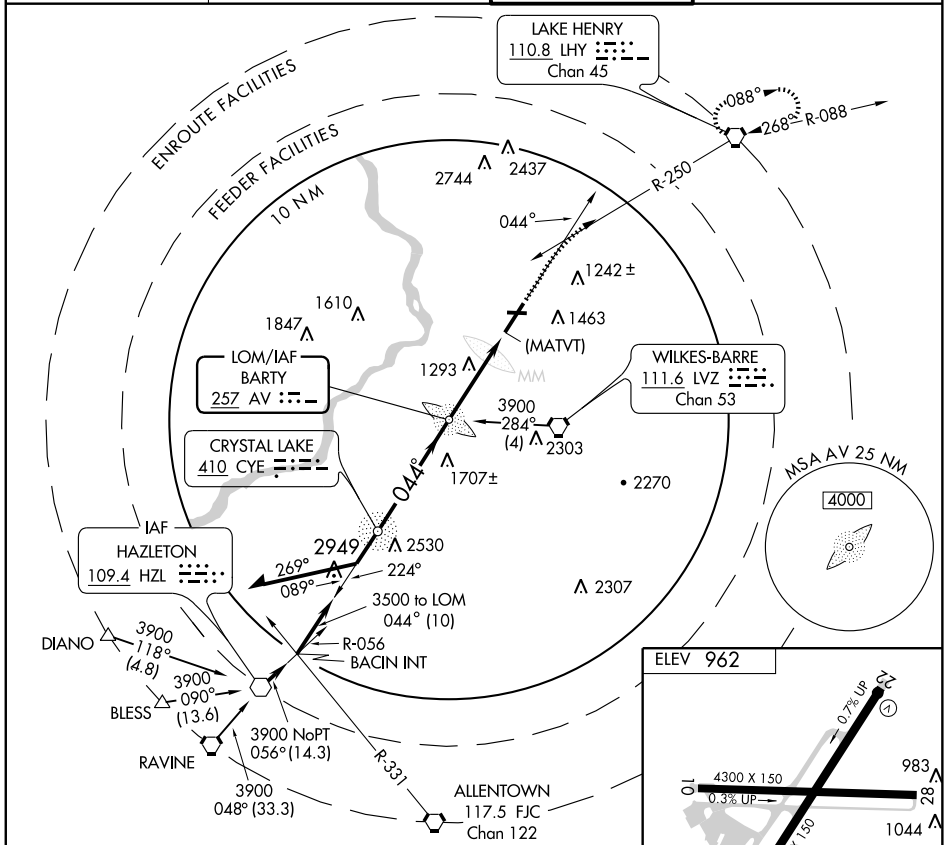
# NDB or GPS-A

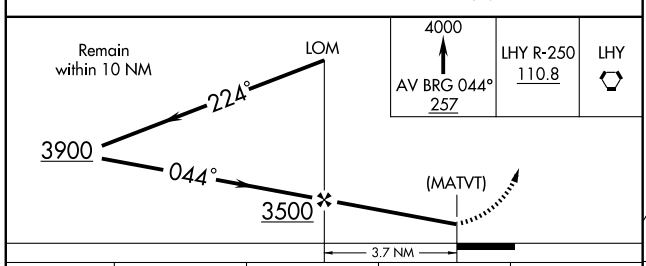
## WILKES-BARRE/SCRANTON INTL (AVP)

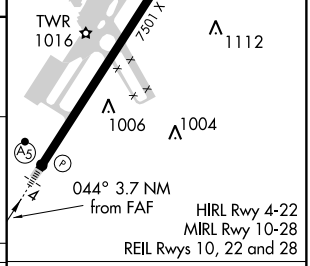
Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2020-1¼<br>1058 (1100-1¼) | 2020-1½<br>1058 (1100-1½) | 2020-3<br>1058 (1100-3) | 2280-3<br>1318 (1400-3) |

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

NE-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 62813 W04A | APP CRS 044° | Rwy ldg 7501<br>TDZE 962<br>Apt Elev 962 |
|---|---|---|

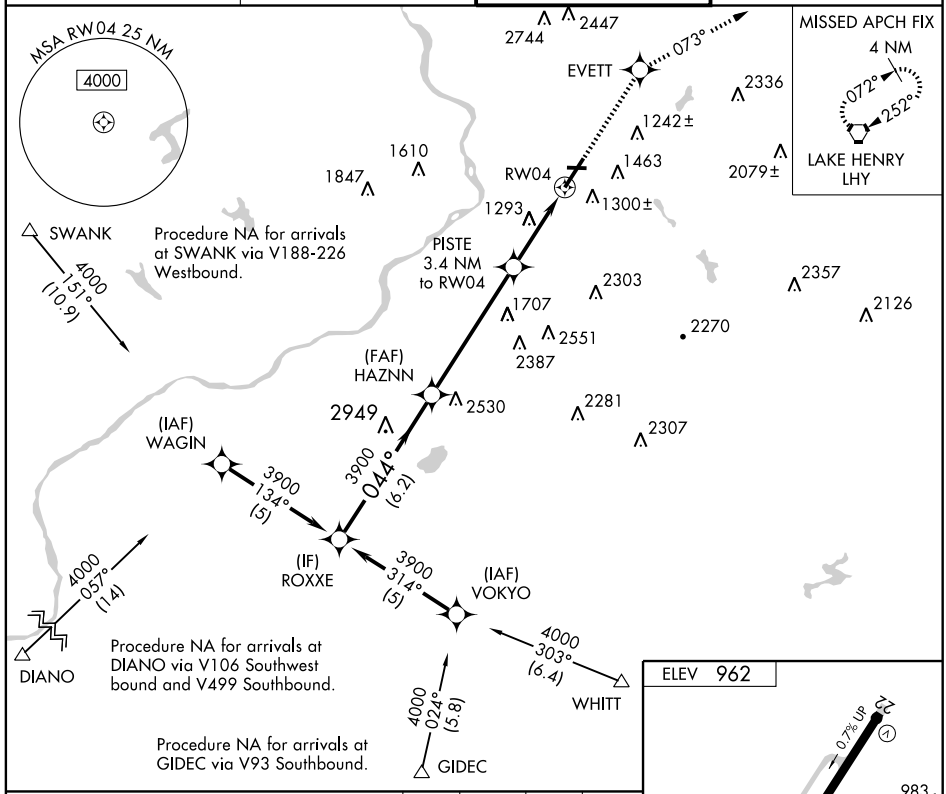
# RNAV (GPS) RWY 4
## WILKES-BARRE/SCRANTON INTL (AVP)

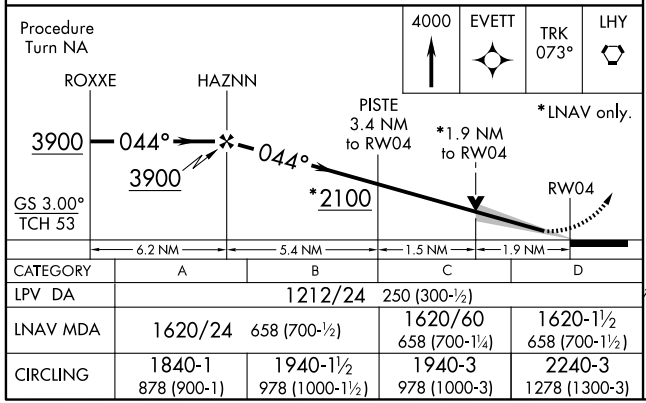
DME/DME RNP-0.3 NA.

MALSR

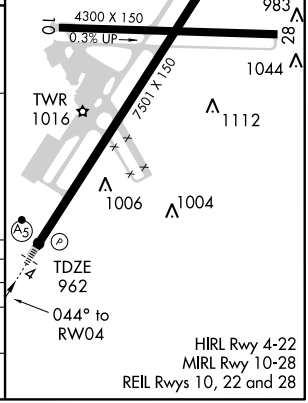
MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1212/24 250 (300-½) | | | |
| LNAV MDA | 1620/24 658 (700-½) | | 1620/60 658 (700-1¼) | 1620-1½ 658 (700-1½) |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) |




NE-4. 14 JAN 2010 to 11 FEB 2010

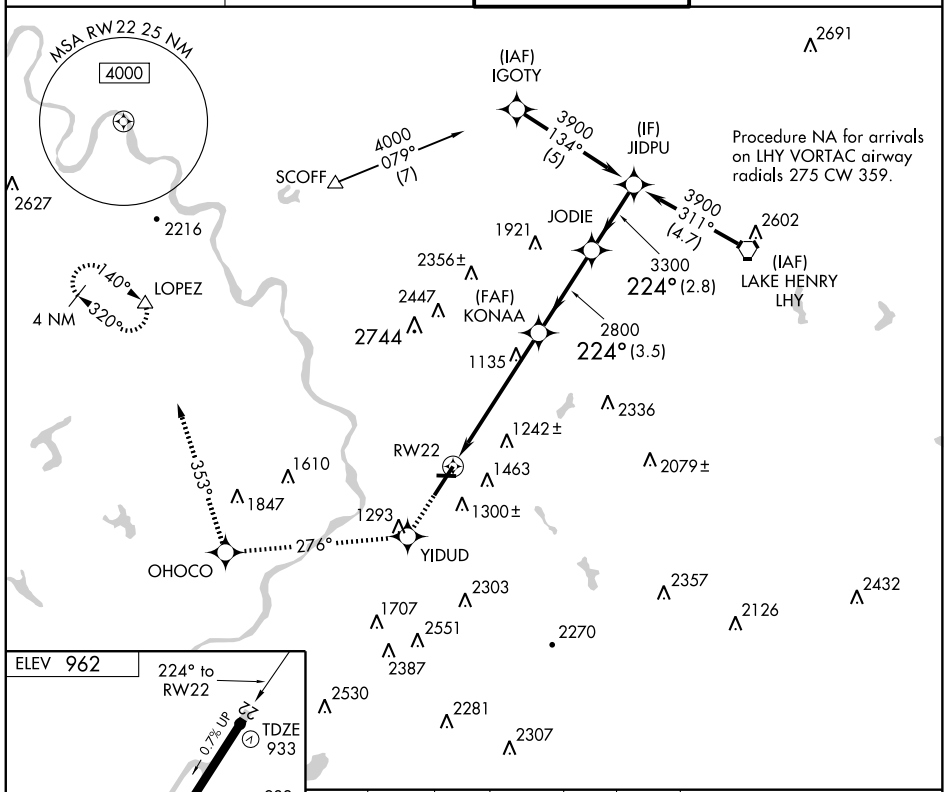
| WAAS CH 69213 W22A | APP CRS 224° | Rwy ldg 7501<br>TDZE 933<br>Apt Elev 962 |
|---|---|---|

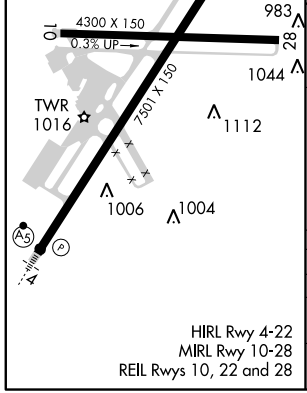
# RNAV (GPS) RWY 22
## WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

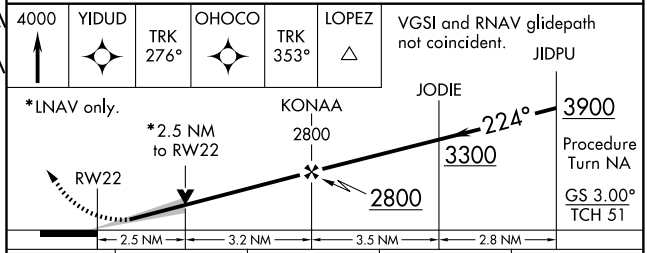
MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1275-1¼ 342 (400-1¼) | | | |
| LNAV MDA | 1720-1<br>787 (800-1) | 1720-1¼<br>787 (800-1¼) | 1720-2¼<br>787 (800-2¼) | 1720-2½<br>787 (800-2½) |
| CIRCLING | 1840-1<br>878 (900-1) | 1940-1½<br>978 (1000-1½) | 1940-3<br>978 (1000-3) | 2240-3<br>1278 (1300-3) |

# SCRANTON FOUR DEPARTURE

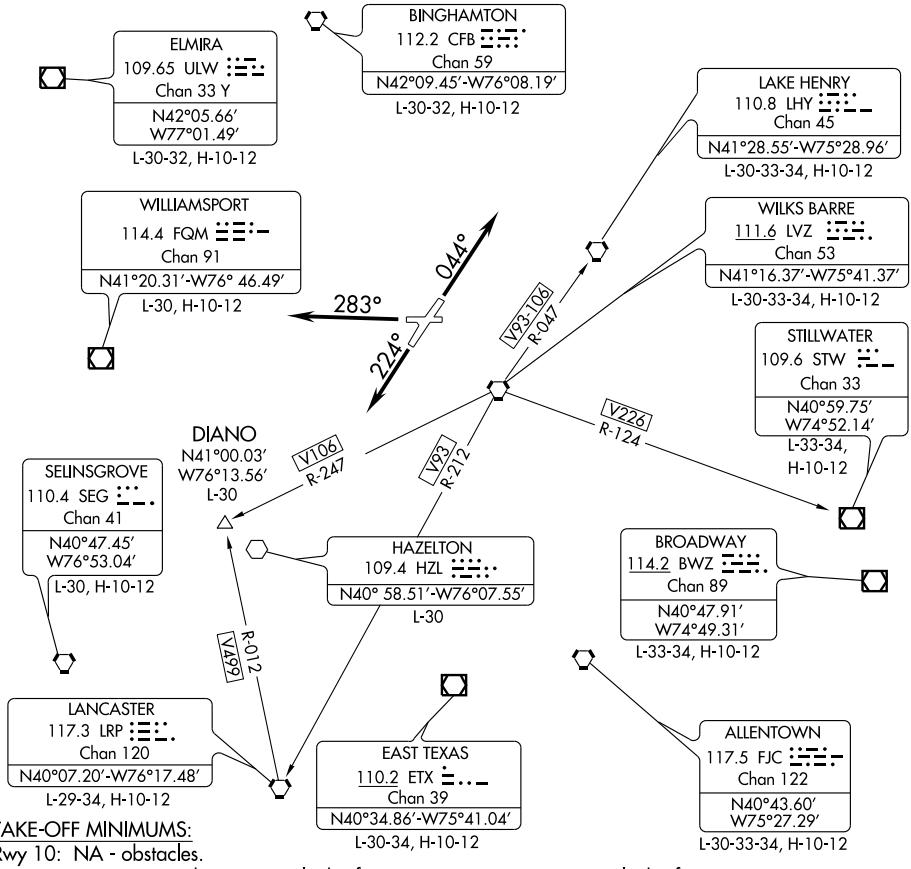
WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852′ from DER, 1646′ left of centerline, 73′ AGL/1064′ MSL.
Tree 1.2 NM from DER, 172′ right of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ left of centerline, 100′ AGL/1279′ MSL.
Tower 1.8 NM from DER, 2177′ right of centerline, 352′ AGL/1293′ MSL.




TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.
Rwy 4: STANDARD with minimum climb of 221′ per NM to 2700′, ATC climb of 400′ per NM to 2700′.
Rwy 22: STANDARD with minimum climb of 283′ per NM to 3600′.
Rwy 28: STANDARD with minimum climb of 263′ per NM to 2100′.

NOTE: RADAR REQUIRED

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000′. Thence. . . .

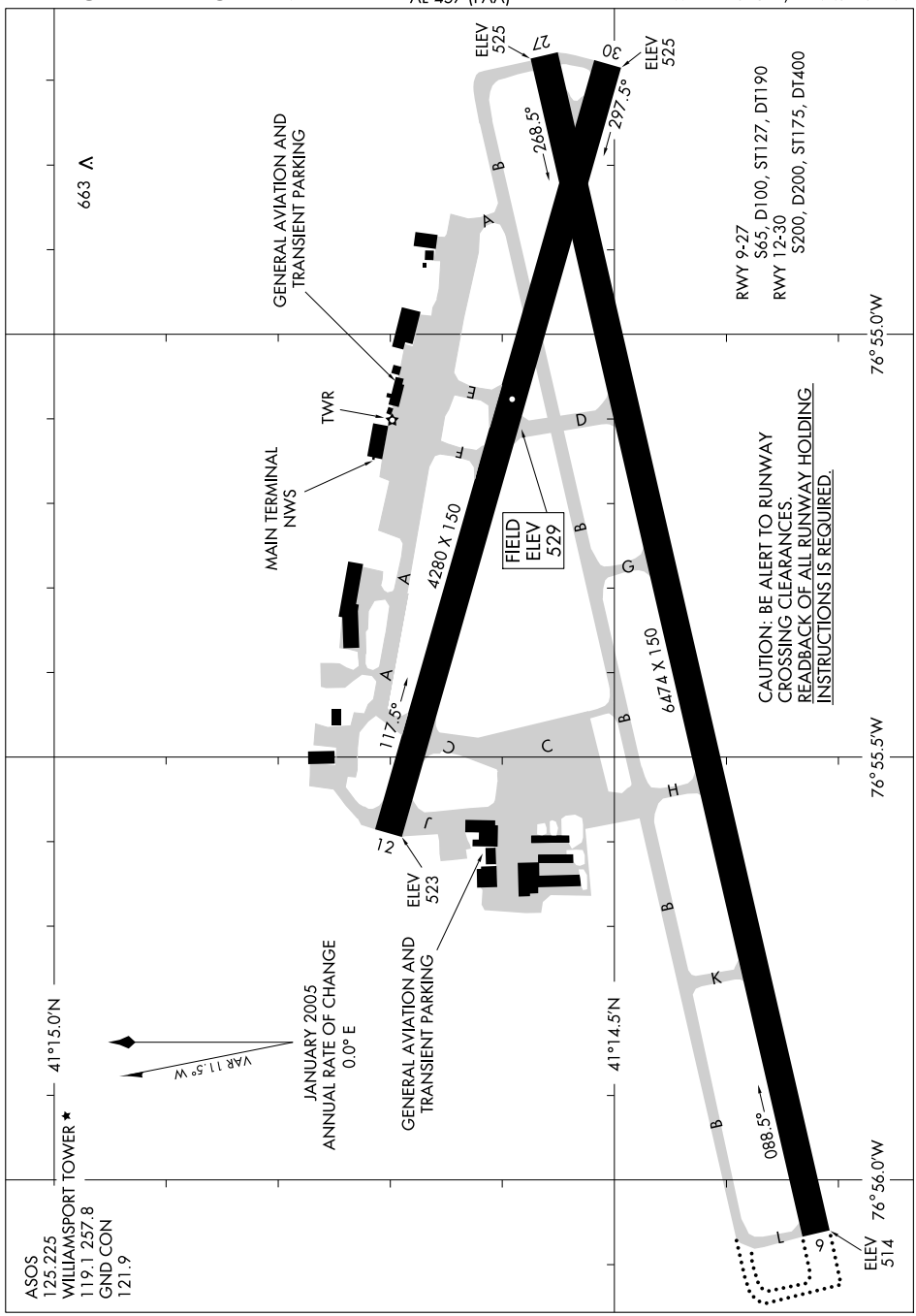
. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

NE-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-457 (FAA)

WILLIAMSPORT RGNL (IPT)
WILLIAMSPORT, PENNSYLVANIA



| LOC I-IPT | APP CRS | Rwy ldg | 6474 |
|---|---|---|---|
| 110.1 | 266° | TDZE | 527 |
| | | Apt Elev | 529 |

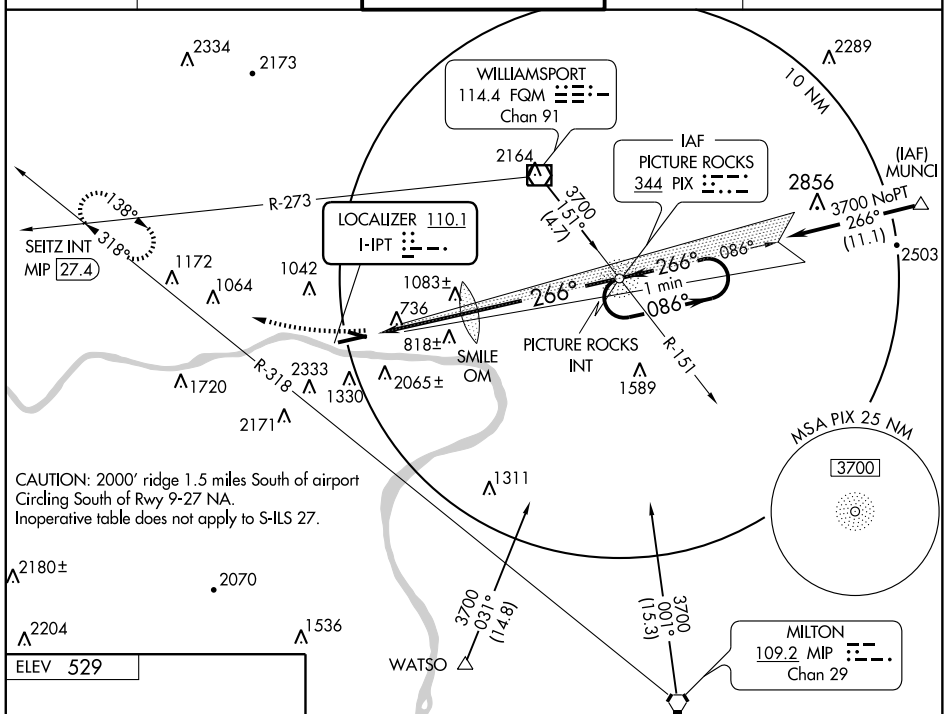
# ILS RWY 27
## WILLIAMSPORT RGNL (IPT)

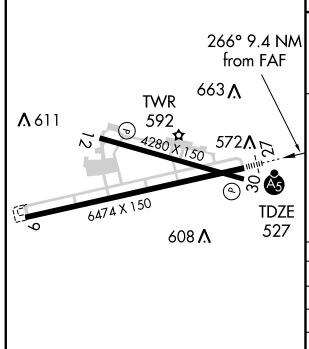
S-ILS 27 all Cats visibility increase ½ mile for inoperative ALS.
S-LOC 27 Cat A visibility 1¼ mile for inoperative ALS. S-LOC 27 SMILE OM minimums Cat A visibility 1 mile, Cat B 1¼ mile for inoperative ALS.

MALSR

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ Int/MIP 27.4 DME and hold.

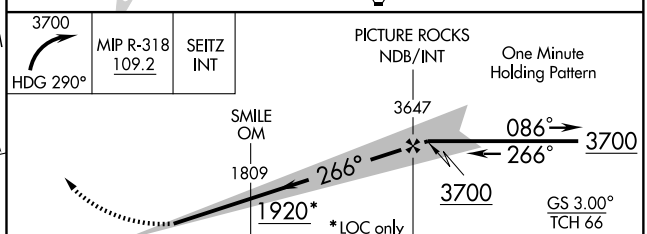
| ASOS | NEW YORK CENTER | WILLIAMSPORT TOWER ★ | GND CON | WILLIAMSPORT RADIO |
|---|---|---|---|---|
| 125.225 | 124.9 | 119.1 (CTAF) L 257.8 | 121.9 | 122.65 |



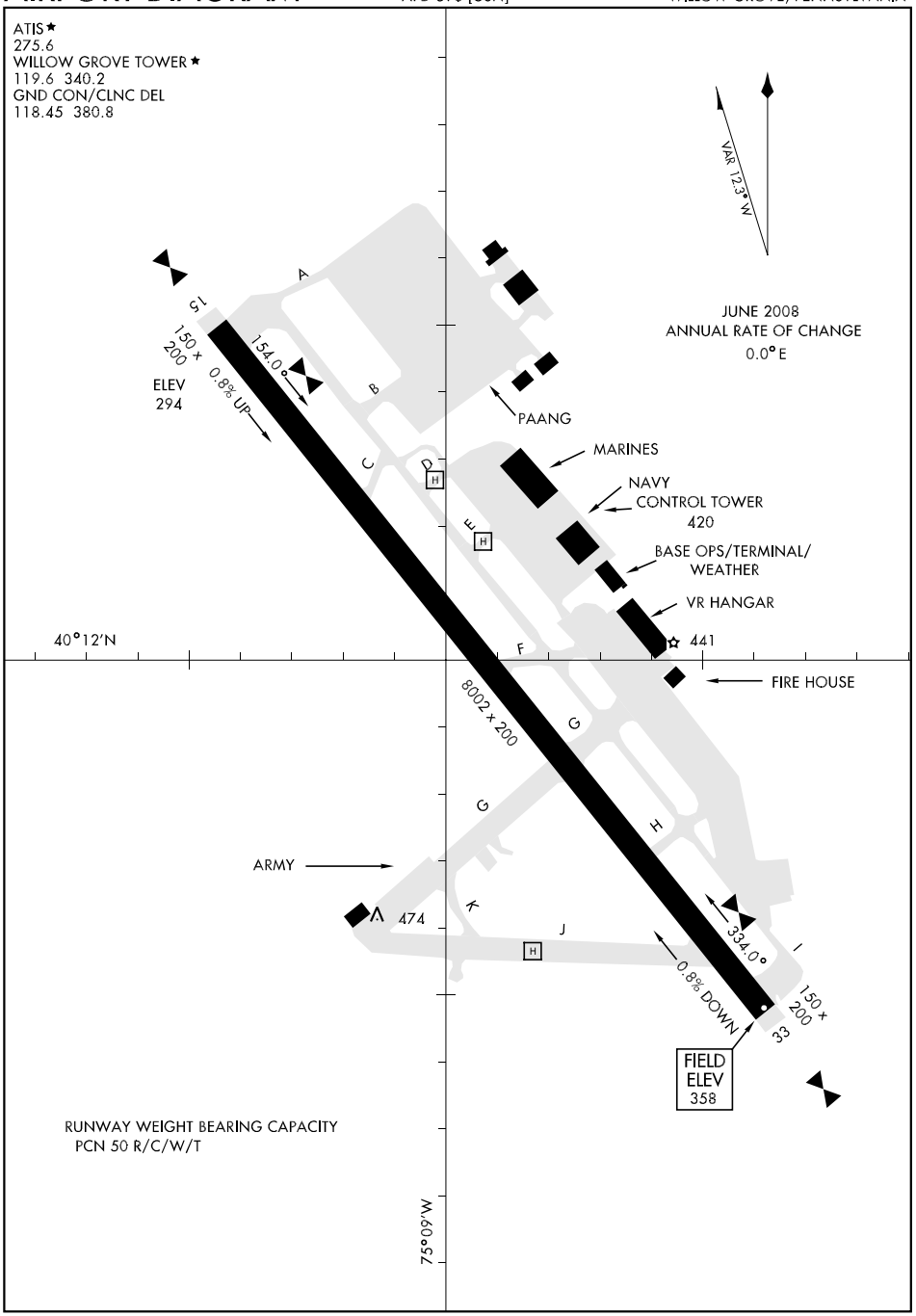

MIRL Rwy 12-30
HIRL Rwy 9-27 L

| FAF to MAP 9.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:24 | 6:16 | 4:42 | 3:46 | 3:08 |



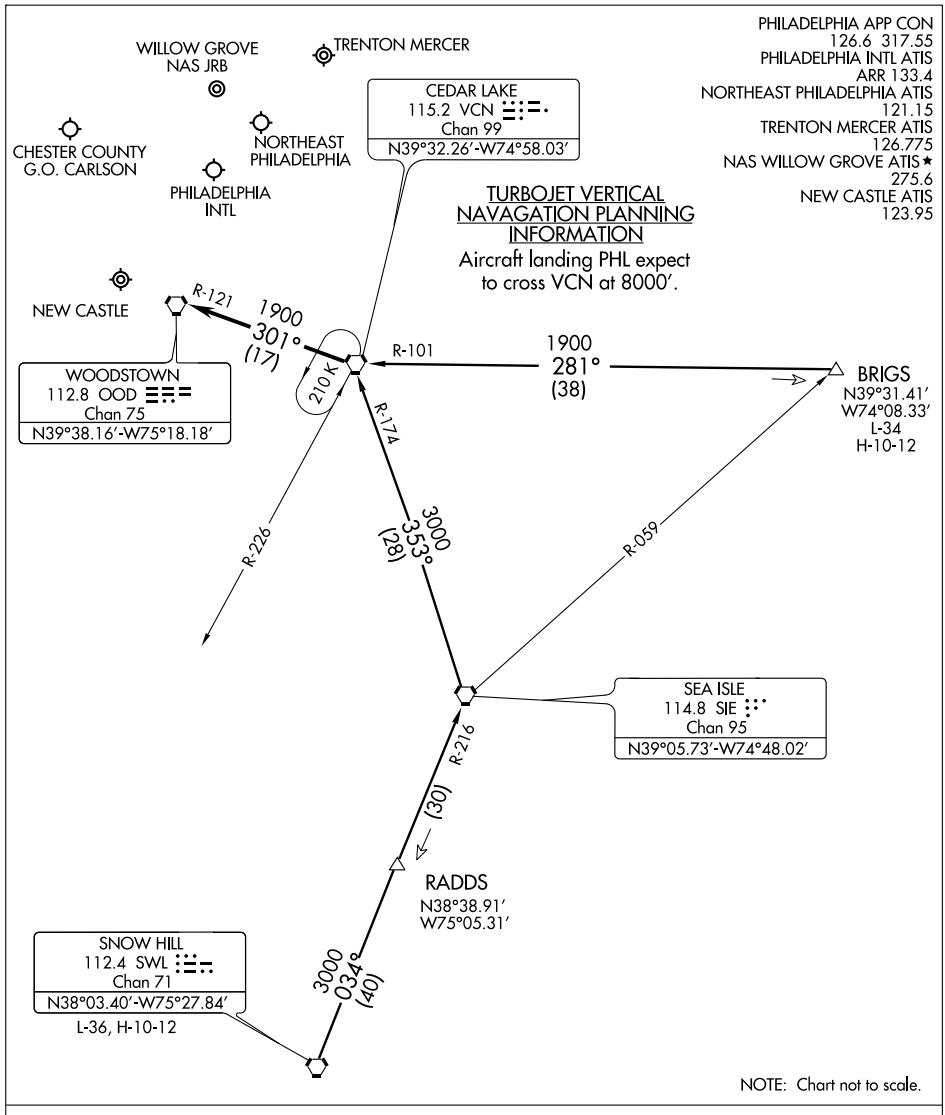

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1022-1 495 (500-1) | | | |
| S-LOC 27 | 1920-1 1393 (1400-1) | | 1920-2½ 1393 (1400-2½) | |
| CIRCLING | 1920-1¾ 1391 (1400-1¾) | | 1920-3 1391 (1400-3) | |
| SMILE OM MINIMUMS | | | | |
| S-LOC 27 | 1340-1 813 (900-1) | | 1340-2 813 (900-2) | 1340-2¼ 813 (900-2¼) |
| CIRCLING | 1340-1¾ 811 (900-1¾) | 1420-1¾ 891 (900-1¾) | 1480-3 951 (1000-3) | |

NE-4. 14 JAN 2010 to 11 FEB 2010


ATIS ★
275.6
WILLOW GROVE TOWER ★
119.6 340.2
GND CON/CLNC DEL
118.45 380.8
VAR 12.3° W
JUNE 2008
ANNUAL RATE OF CHANGE
0.0° E
15
150 x 200
ELEV 294
154.0°
0.8% UP
A
B
C
D
E
F
G
H
I
J
K
PAANG
MARINES
NAVY
CONTROL TOWER
420
BASE OPS/TERMINAL/
WEATHER
VR HANGAR
441
FIRE HOUSE
40°12′N
8002 x 200
ARMY
474
334.0°
0.8% DOWN
150 x 200
33
FIELD ELEV 358
RUNWAY WEIGHT BEARING CAPACITY
PCN 50 R/C/W/T
75°09′W

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA




BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

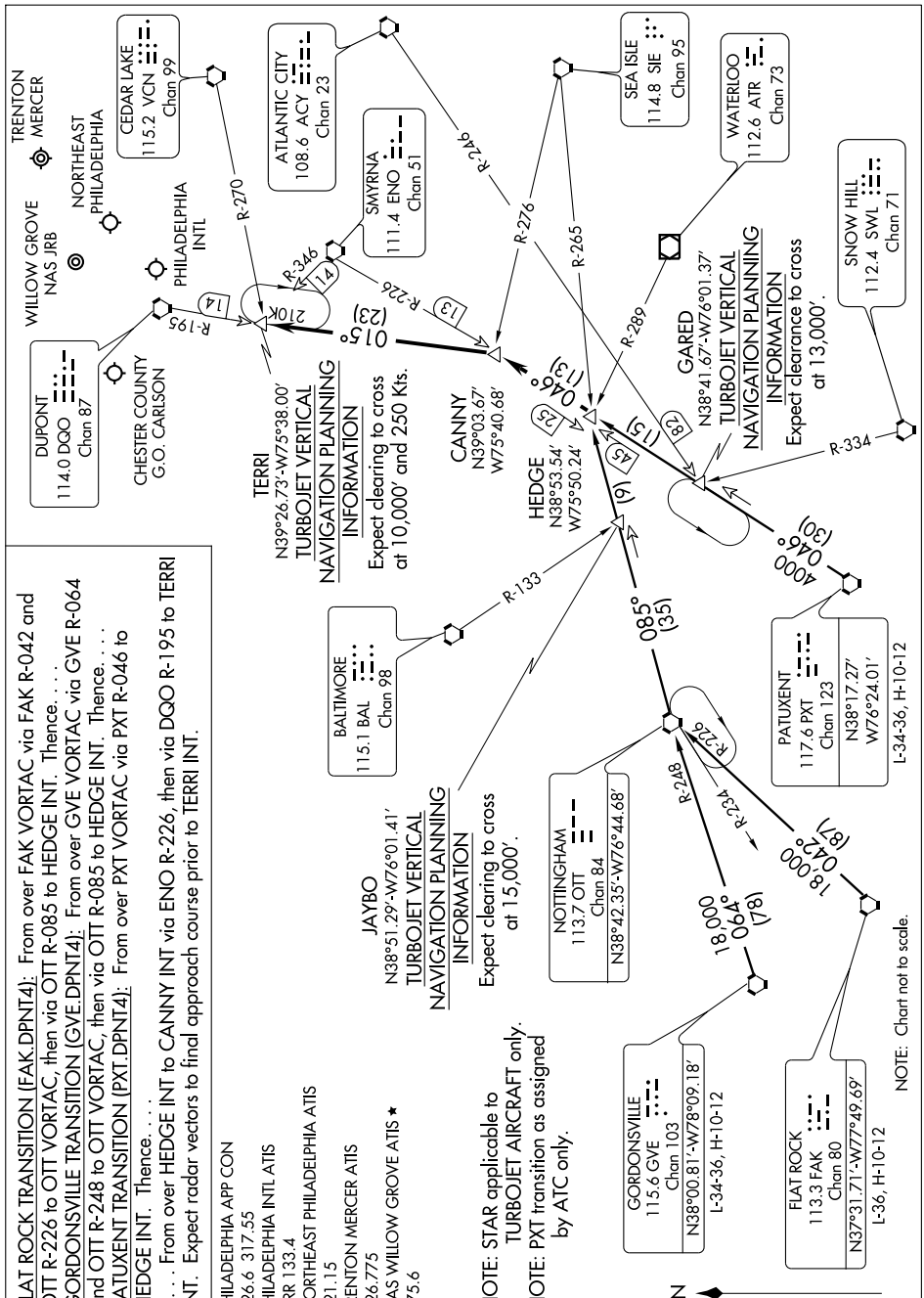
# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.



# RNAV (GPS) RWY 15

WILLOW GROVE NAS JRB (KNXX)

| APCH CRS | Rwy ldg | 8002 |
|---|---|---|
| 154° | TDZE | 324 |
| | Arpt Elev | 358 |

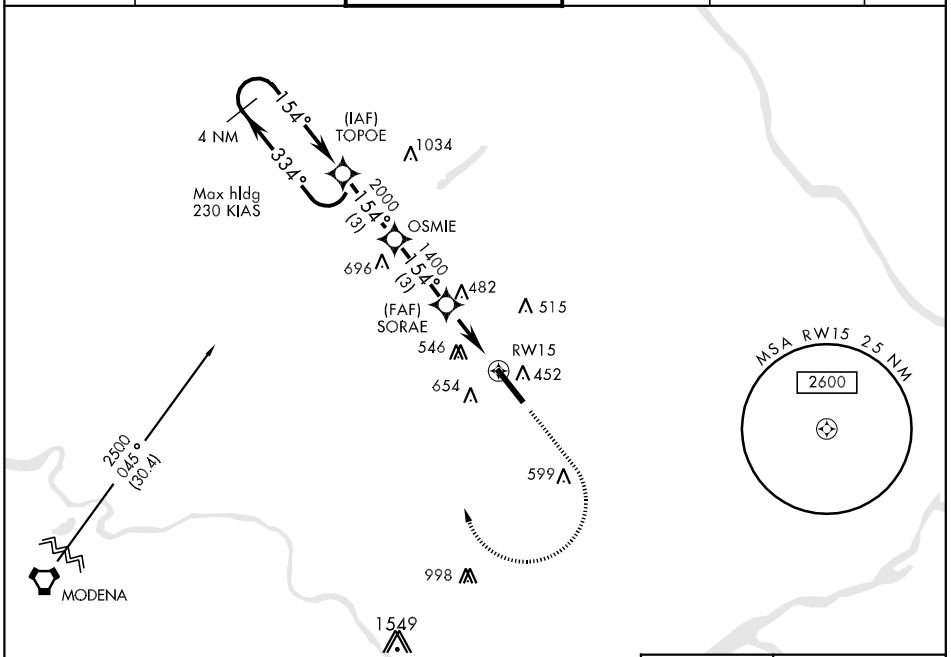
AL-598 [USN]

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** When ALS inop, increase vis CAT ABCDE to ¾ mile.

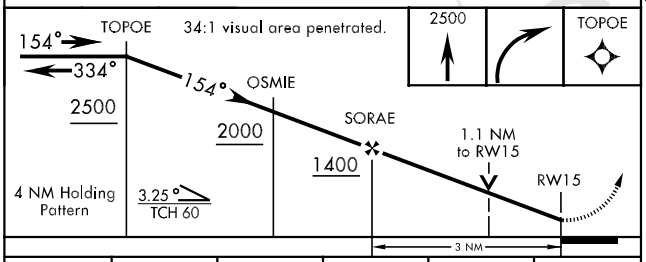
ALSF-1

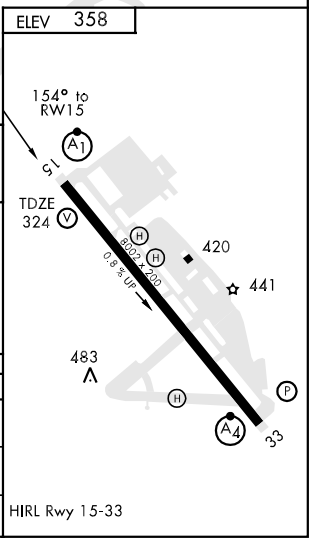
MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |




EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 740-¾ | | 416 (500-¾) | | 740-1<br>416 (500-1) |
| CIRCLING | 800-1<br>442 (500-1) | 960-1<br>602 (700-1) | 960-1¾<br>602 (700-1¾) | 960-2<br>602 (700-2) | 960-2¼<br>602(700-2¼) |
| S-PAR 15** | 524-½ | 200 (200-½) | | GS 3.25° | |

# RNAV (GPS) RWY 33

WILLOW GROVE NAS JRB (KNXX)

AL-598 [USN]

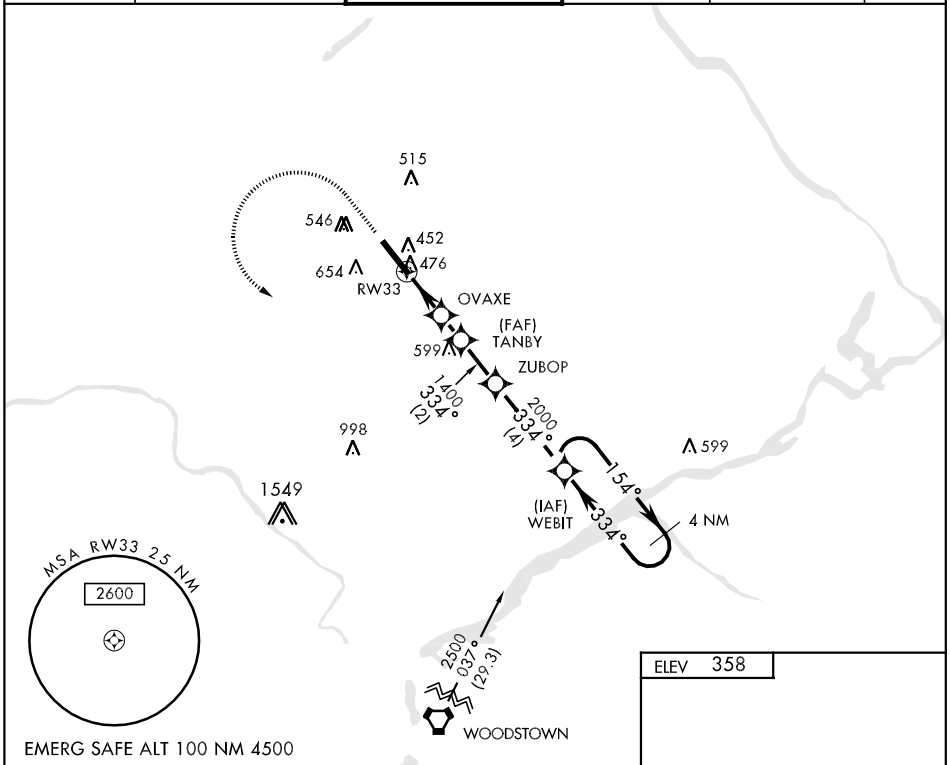
| APCH CRS | Rwy ldg | 8002 |
|---|---|---|
| 334° | TDZE | 358 |
| | Arpt Elev | 358 |

* When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

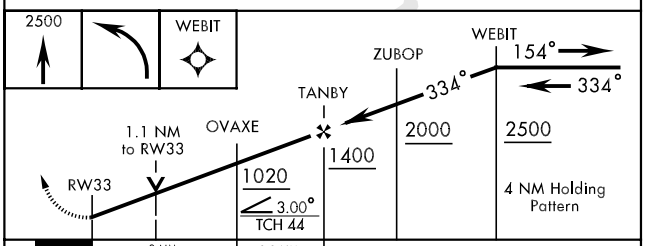
MALSF

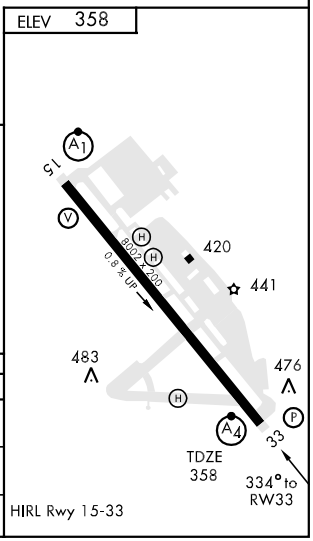
MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |




EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 740-¾ 382 (400-¾) | | | 740-1 382 (400-1) | |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602(700-2¼) |
| S-PAR 15** | 558-½ 200 (200-½) | | 558-¾ 200 (200-¾) GS 3.0° | | |

# TACAN RWY 15

WILLOW GROVE NAS JRB (KNXX)

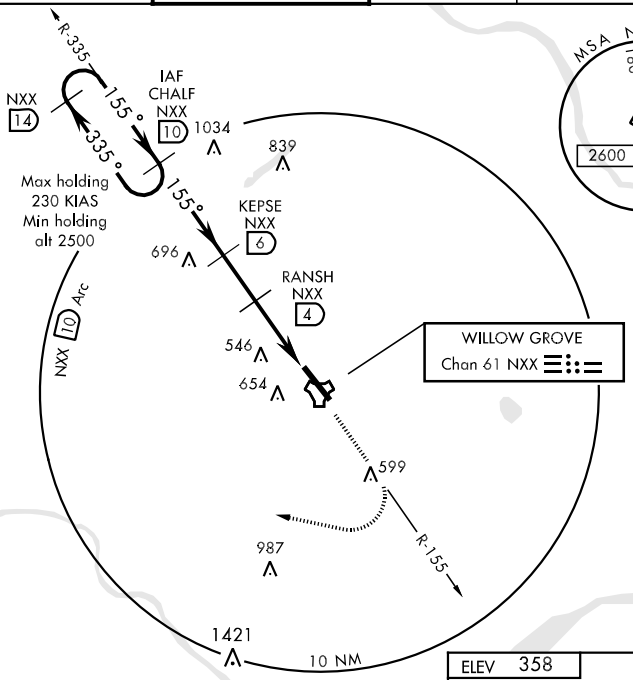
| TACAN NXX Chan 61 | APCH CRS 155° | Rwy ldg 8002 TDZE 324 Arpt Elev 358 | AL-598 [USN] |
|---|---|---|---|

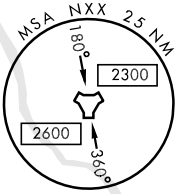
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase vis to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

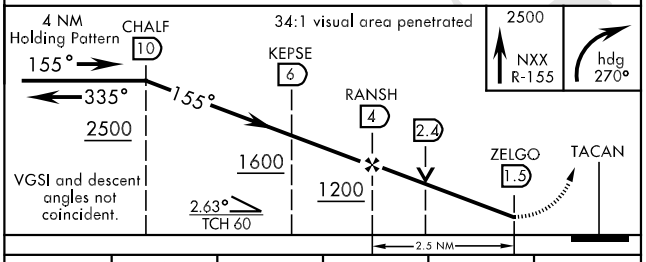
| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |

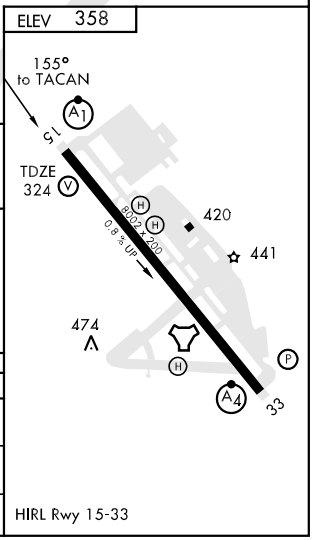



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 * | 800-¾ 476 (500-¾) | | | 800-1 476 (500-1) | 800-1¼ 476 (500-1¼) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602(700-2¼) |
| S-PAR 15** | 524-½ 200 (200-½) GS 3.25° | | | | |

# TACAN RWY 33

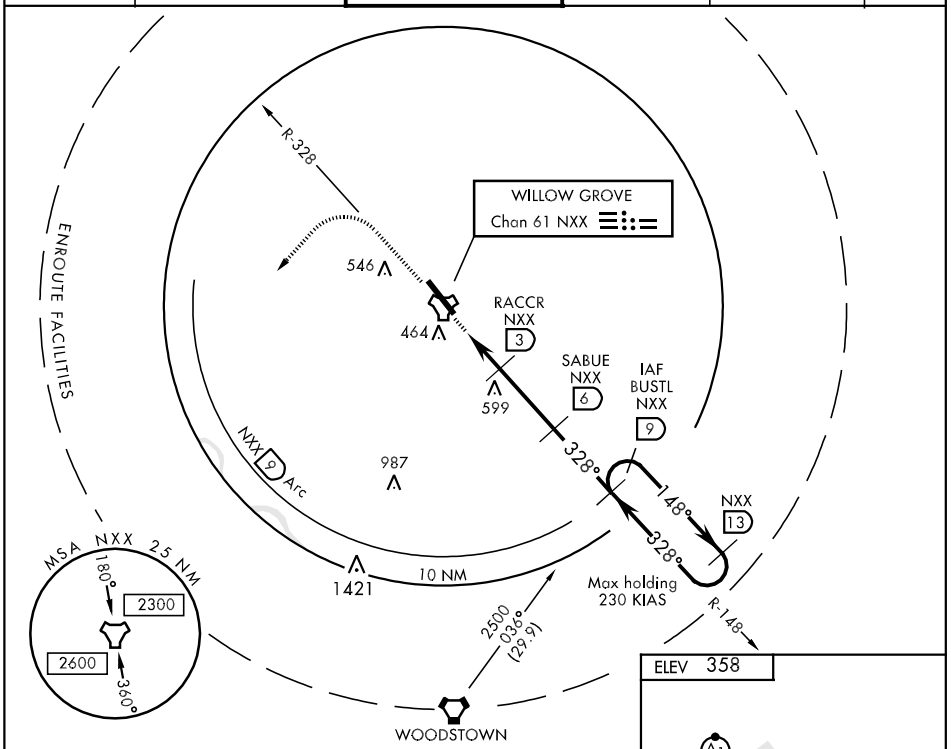
| TACAN NXX Chan 61 | APCH CRS 328° | Rwy ldg 8002 TDZE 358 Arpt Elev 358 | AL-598 [USN] | WILLOW GROVE NAS JRB (KNXX) |
|---|---|---|---|---|

* When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

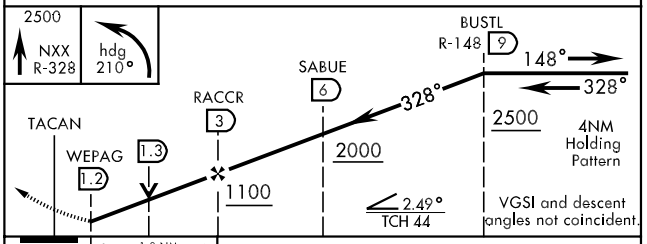
MALSF

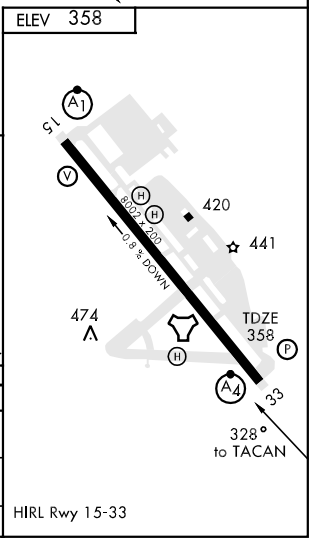
MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |




EMERG SAFE ALT 100 NM 4500



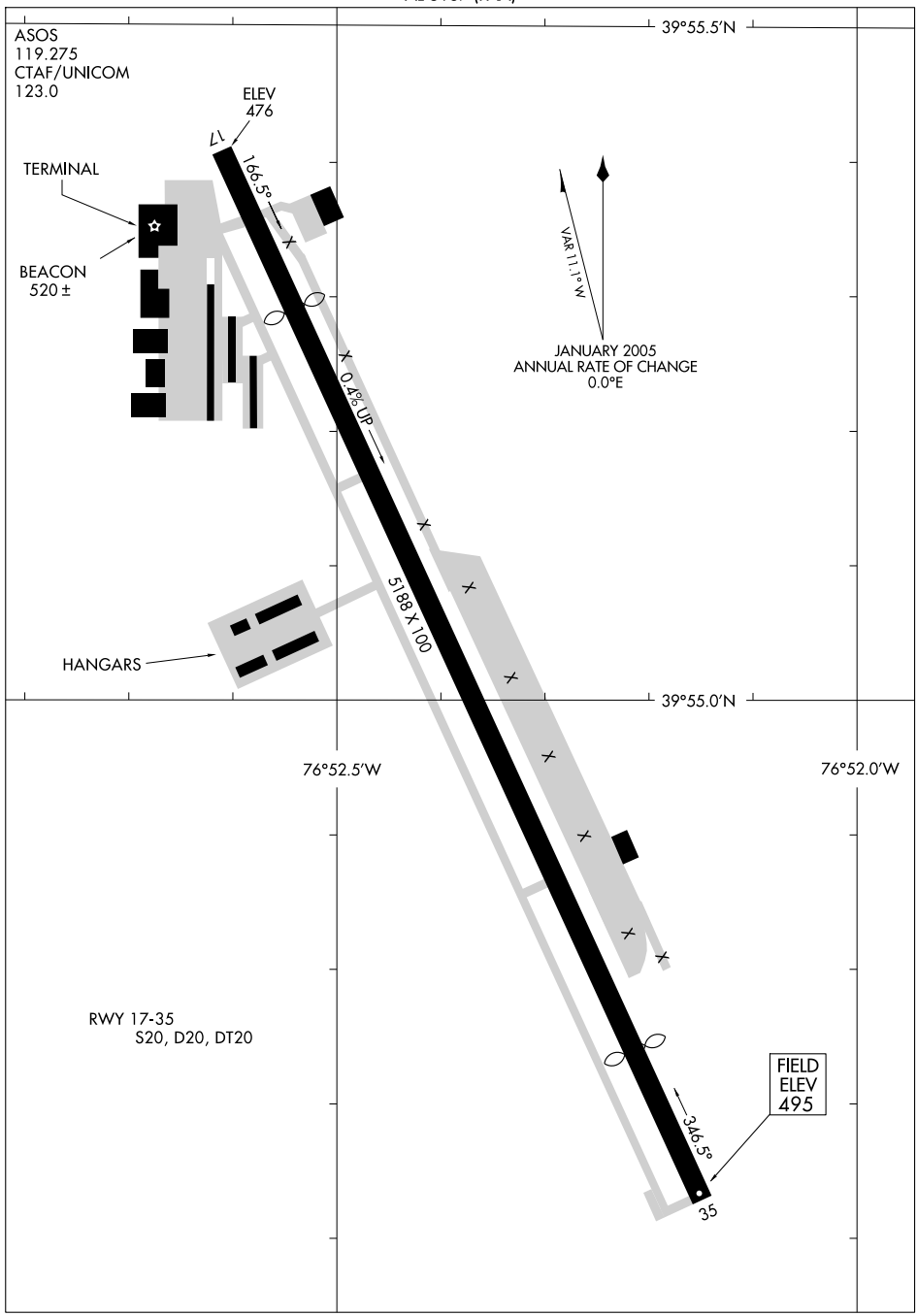

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33* | 720-¾ 362 (400-¾) | | | 720-1 362 (400-1) | |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602(700-2¼) |
| S-PAR 33** | 558-½ 200 (200-½) | | 558-¾ 200 (200-¾) | | GS 3.0° |

09183

# AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA




NE-4, 14 JAN 2010 to 11 FEB 2010

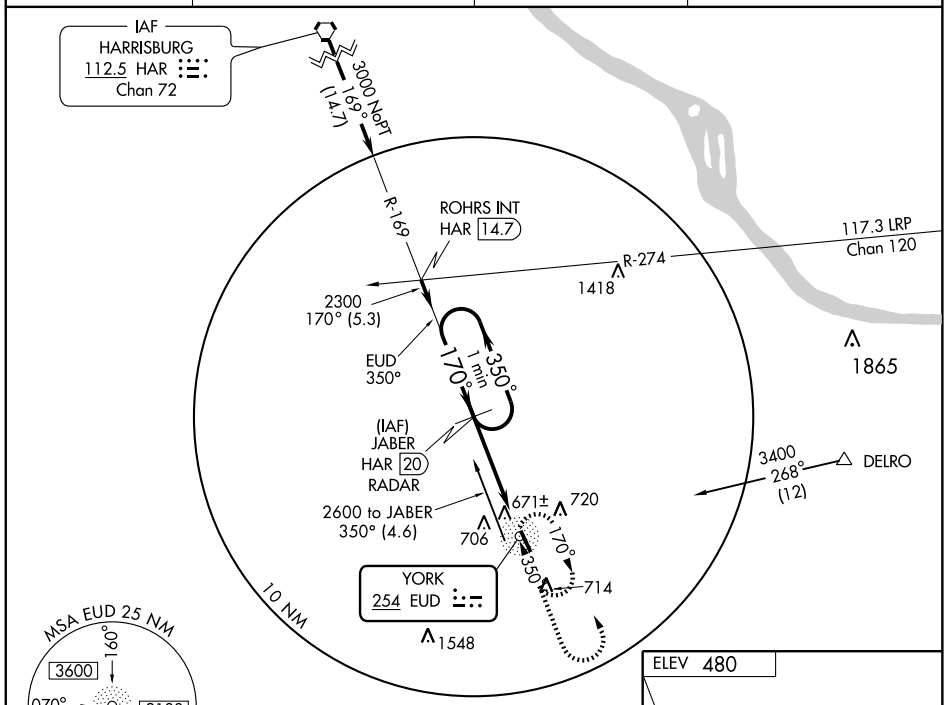
| NDB EUD 254 | APP CRS 170° | Rwy ldg 4394<br>TDZE 478<br>Apt Elev 480 |
|---|---|---|

# NDB RWY 17
## YORK (THV)

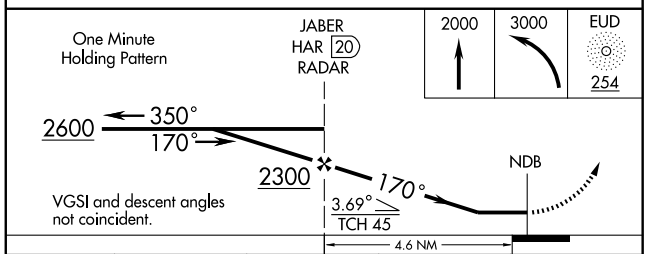
NA

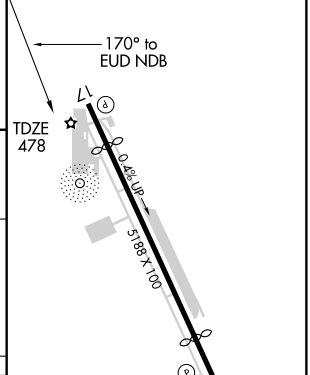
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

| ASOS | HARRISBURG APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.1 273.525 | 121.65 | 123.0 (CTAF) |




DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1140-1 662 (700-1) | | 1140-1¾<br>662 (700-1¾) | 1140-2<br>662 (700-2) |
| CIRCLING | 1180-1<br>700 (700-1) | 1200-1<br>720 (800-1) | 1220-2<br>740 (800-2) | 1220-2¼<br>740 (800-2¼) |

MIRL Rwy 17-35
REIL Rwys 17 and 35

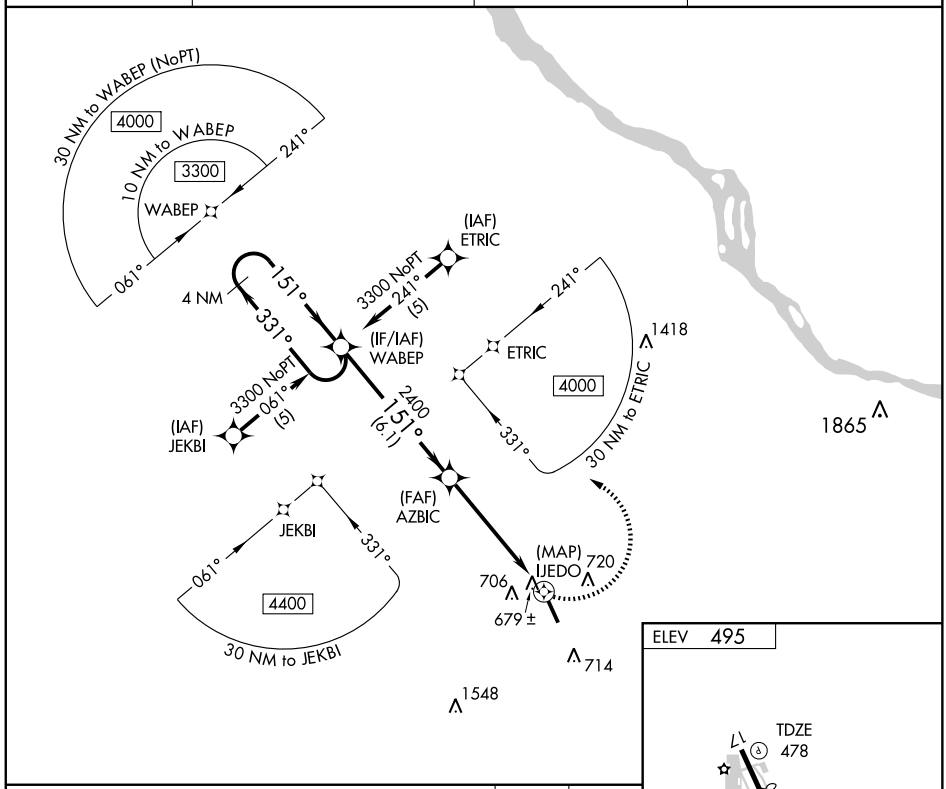
| APP CRS | Rwy ldg | 4394 |
|---|---|---|
| 151° | TDZE | 478 |
| | Apt Elev | 495 |

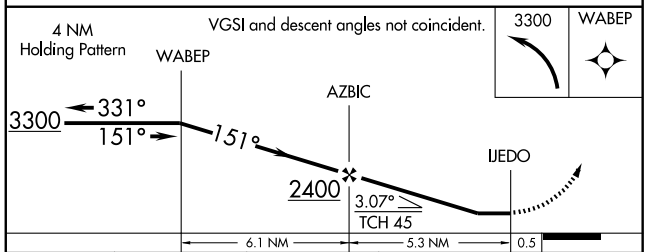
# RNAV (GPS) RWY 17
## YORK (THV)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

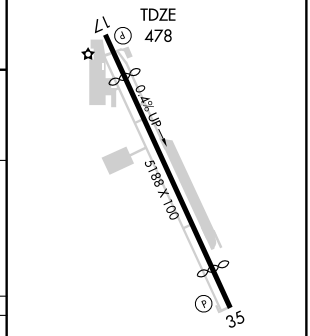
| ASOS | HARRISBURG APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.1 273.525 | 121.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 462 (500-1) | | 940-1¼ 462 (500-1¼) | 940-1½ 462 (500-1½) |
| CIRCLING | 1220-1 725 (800-1) | 1240-1¼ 745 (800-1¼) | 1260-2¼ 765 (800-2¼) | 1260-2½ 765 (800-2½) |

ELEV 495




MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4. 14 JAN 2010 to 11 FEB 2010

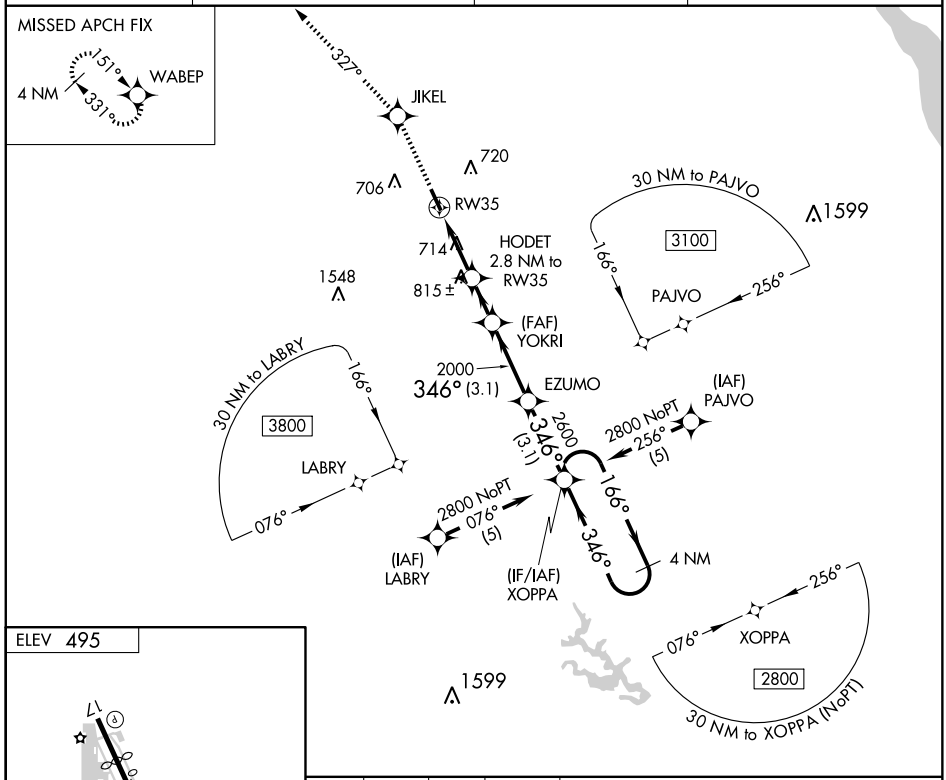
| APP CRS | Rwy ldg | 4449 |
|---|---|---|
| 346° | TDZE | 485 |
| | Apt Elev | 495 |

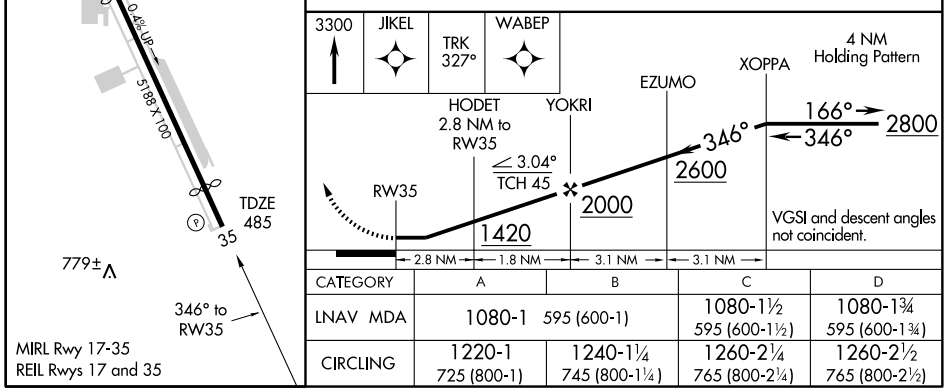
# RNAV (GPS) RWY 35
## YORK (THV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

| ASOS | HARRISBURG APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.1 273.525 | 121.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 595 (600-1) | | 1080-1½ 595 (600-1½) | 1080-1¾ 595 (600-1¾) |
| CIRCLING | 1220-1 725 (800-1) | 1240-1¼ 745 (800-1¼) | 1260-2¼ 765 (800-2¼) | 1260-2½ 765 (800-2½) |

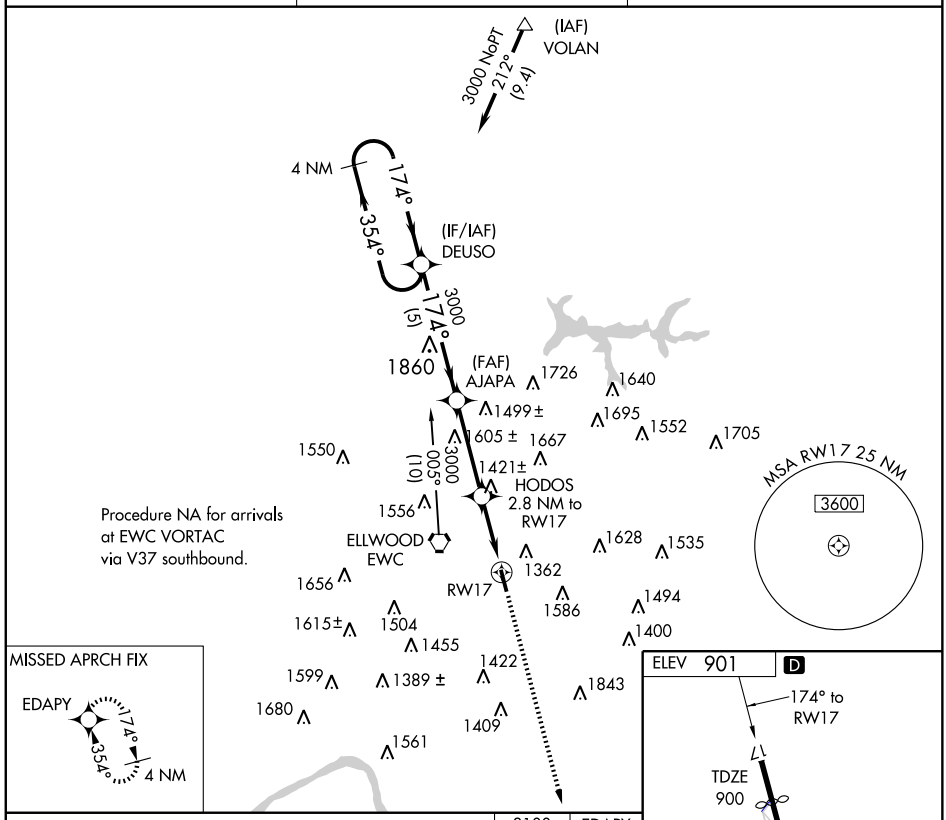
| APP CRS | Rwy ldg | 4382 |
|---|---|---|
| 174° | TDZE | 900 |
| | Apt Elev | 901 |

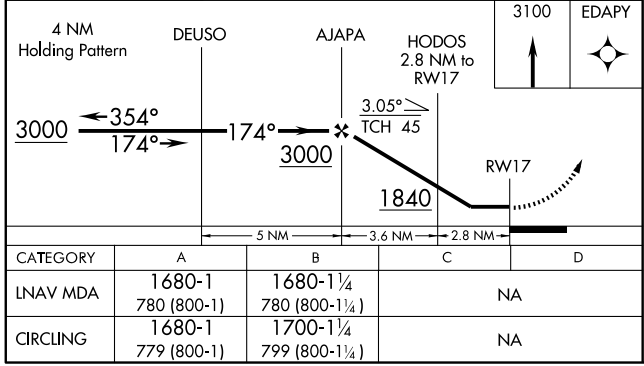
# RNAV (GPS) RWY 17
## ZELIENOPLE MUNI (PJC)

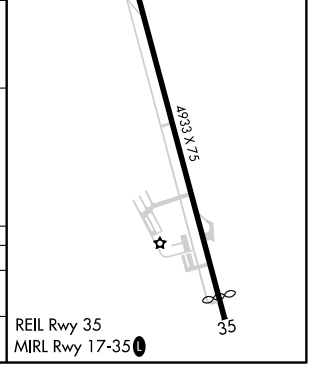
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

| ASOS | PITTSBURGH APP CON | CTAF |
|---|---|---|
| 118.45 | 124.75 338.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1<br>780 (800-1) | 1680-1¼<br>780 (800-1¼) | NA | |
| CIRCLING | 1680-1<br>779 (800-1) | 1700-1¼<br>799 (800-1¼) | NA | |

NE-4, 14 JAN 2010 to 11 FEB 2010

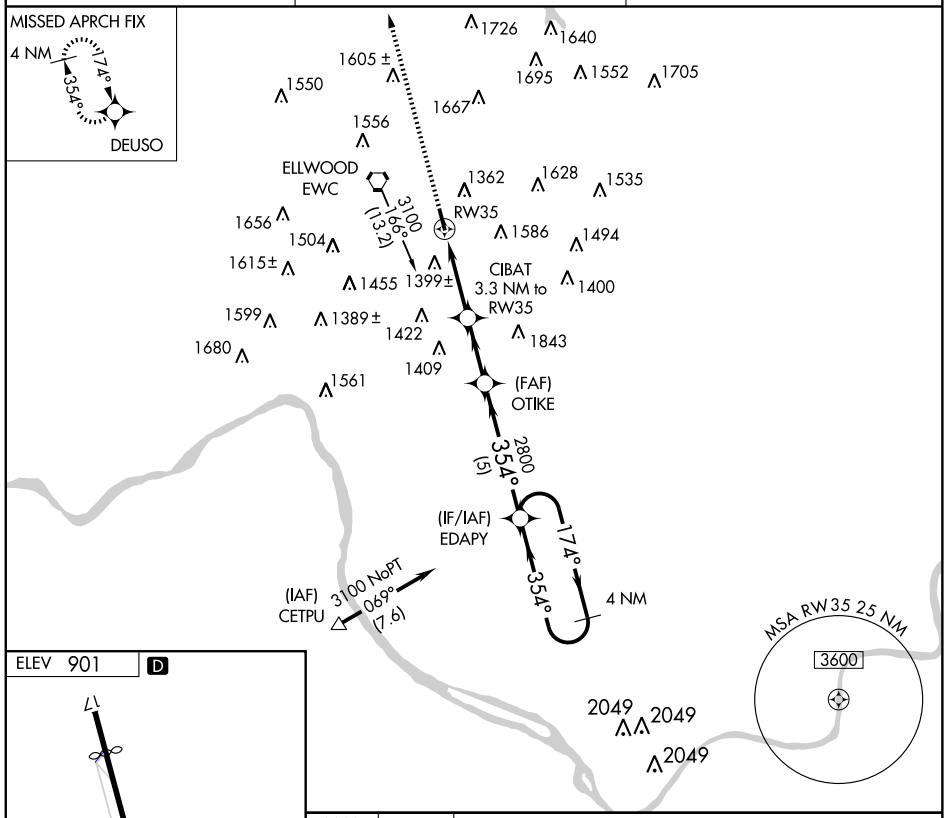
| APP CRS | Rwy ldg | 4352 |
|---|---|---|
| 354° | TDZE | 901 |
| | Apt Elev | 901 |

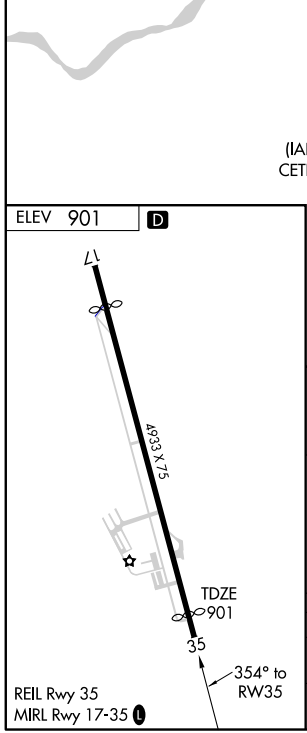
# RNAV (GPS) RWY 35
## ZELIENOPLE MUNI (PJC)

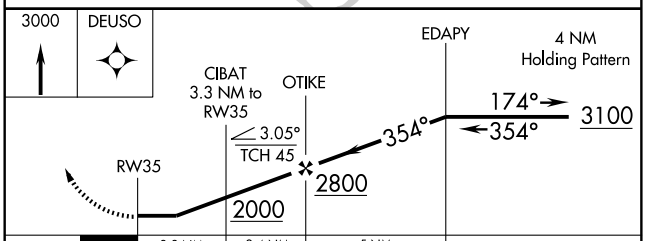
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

| ASOS | PITTSBURGH APP CON | CTAF |
|---|---|---|
| 118.45 | 124.75 338.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 | 739 (800-1) | NA | |
| CIRCLING | 1680-1<br>779 (800-1) | 1700-1¼<br>799 (800-1¼) | NA | |